

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month in the Interest of progressive Grain Dealers.

Vol. XXIV. No. 11.

CHICAGO, ILL., JUNE 10, 1910.

PRICE \$1.50 PER YEAR.
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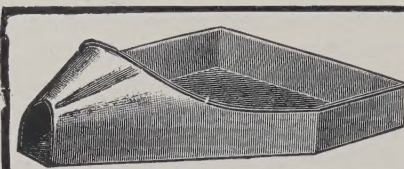
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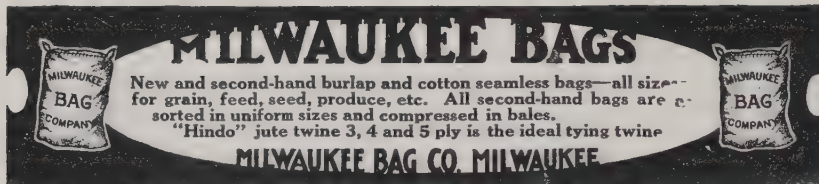
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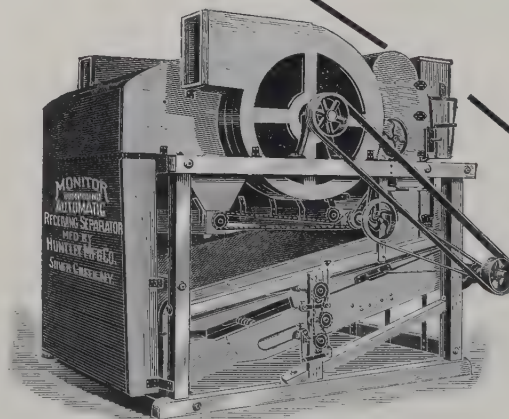
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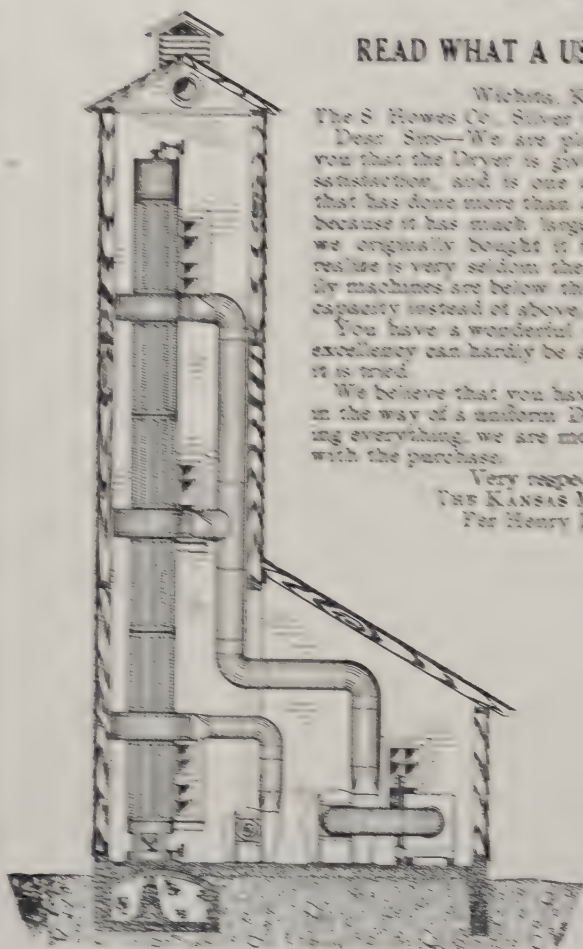
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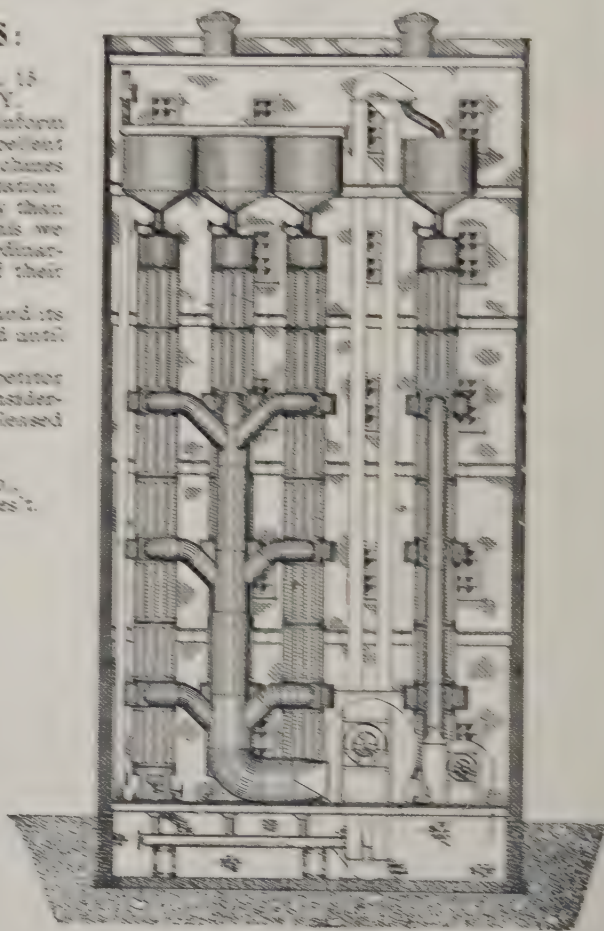


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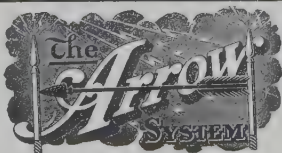
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Mutual Life Bldg., Buffalo, N. Y.

INVESTIGATE THE COST
FIREPROOF ELEVATORS
WRITE US TO-DAY
MONARCH ENGINEERING CO.
Chamber of Commerce, Buffalo, N. Y.



GREAT NORTHERN RY. CO.
ELEVATOR "S" ANNEX, SUPERIOR, WIS.

2,250,000 Bushels Capacity

Reinforced Concrete

Built Complete in 120 Days by
The Barnett & Record Company

Minneapolis, Minn.
CONTRACTORS AND ENGINEERS

JAMES STEWART & CO.

Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



Extensive additions to the Washburn-Crosby Co.'s plant, Buffalo, N. Y., consisting of 6,000 Barrel Flour Mill, Million Bushel Concrete Grain Storage and 600 Foot Dock.

This is another case where preference was given concrete over tile construction (Note tile storage tanks in the rear).

GRAIN ELEVATOR DEPARTMENT, 1811 Fisher Building., Chicago

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

We also do General Contracting and have Offices in the following cities.

Write or call on any of them.

New York, Hudson Terminal Bldg.
Pittsburg, Pa., Westinghouse Bldg.
San Francisco, Cal., 709 Mission St.
Canadian Stewart Co., Ltd., Montreal,
Fort William, Ontario, Canada
St. Louis, Mo., Bank of Commerce Bldg.
New Orleans, La., Hibernia Bank Bldg.
Denver, Colo., First National Bank Bldg.
Canada, Eastern Township Bank Bldg.

CONCRETE ELEVATOR STORAGE



Twelve-tank concrete storage elevator of
Illinois Vinegar Co., Chicago

THE SECKNER CO., 803 Rookery Bldg., Chicago, Ill.

In concrete construction there are several requirements which must be followed to insure success.

To have a permanent structure you should consult and employ experienced builders.

Here is a sample of our work.

Write us if you contemplate building either concrete, brick, stone, iron or wood.

DESIGN AND CONSTRUCT GRAIN ELEVATORS POWER PLANTS, MILLS and WAREHOUSES



All Types of Construction

**Grain Bleaching
and Cleaning**

**The Stephens Engineering
Company**

Engineers-Contractors

Monadnock Block,
Chicago, Ill.

GRAIN ELEVATOR BUILDERS

KAUCHER, HODGES & CO.

DESIGNERS AND BUILDERS

206 Royal Building, MEMPHIS, TENN.

ALFALFA FEED MIXING PLANTS

Machinery Equipments Furnished Complete

GRAIN ELEVATORS WAREHOUSES

CONCRETE CONSTRUCTION

GRAIN ELEVATORS : WAREHOUSES STORAGE TANKS : SEED HOUSES

Built of

Wood or Fireproof Material

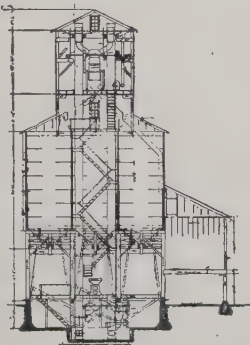
PLANS—SPECIFICATIONS—ESTIMATES

Give me a chance to figure with you
before making contract.

T. E. IBBERSON

Minneapolis :: :: Minnesota

MODERN GRAIN ELEVATORS



We have every facility for planning for anyone desiring a modern grain elevator, complete working plans and specifications.

It is cheaper to make changes on paper than after the building is completed.

However, if your building does not suit you or it needs modernizing, we can show you how to do it best.

Write us for particulars.

RELiance CONSTRUCTION CO. 625 Board of Trade,
Indianapolis, Ind.

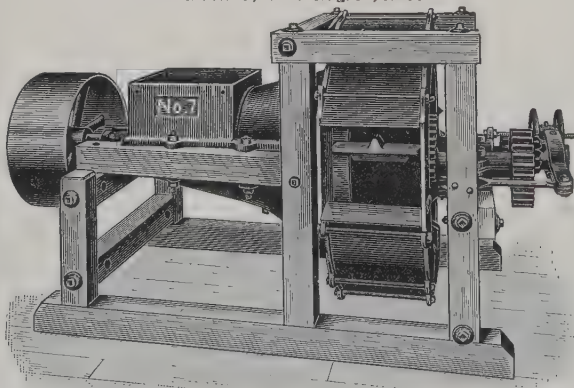
ELEVATOR MACHINERY

GRAIN DRYERS—All Sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

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OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Pat. Oct. 17, 1905. Aug. 31, 1909.



The Cup Discharge U. S. Corn Sheller

is an improvement, the 1910 Model. Always an Over discharge, sets on same level of the Boot. Corn escapes thru the lower shell to the Drum as soon as shelled.

NO SUPERFLUOUS CRACKED CORN

No delays when repairs are needed. No cemented pit or steel tank expenses when you use our make of corn shellers. The **CONSTANT BALL BEARING MAN-LIFT** is another improvement for this season.

WRITE FOR OUR CATALOG.

B. S. CONSTANT CO., Bloomington, Ill.

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.

Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season.

We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and costless, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON.
By J. Z. Keel.

MARSEILLES MFG. CO. Marseilles, Ill.

Branch Houses and General Agencies at Principal Distributing Offices.

POSITIVELY GUARANTEED

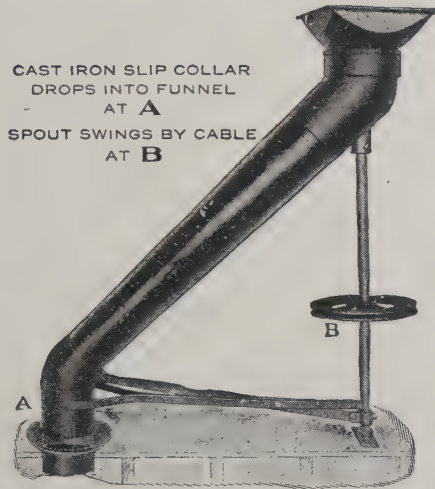
to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for
Catalog



THE LINK-BELT SPOUT

PERFECTLY SIMPLE, AND SIMPLY PERFECT



CAST IRON SLIP COLLAR
DROPS INTO FUNNEL
AT A

SPOUT SWINGS BY CABLE
AT B

**FULL LINE OF ELEVATOR MACHINERY
IN STOCK FOR PROMPT SHIPMENT**

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LINK-BELT SUPPLY COMPANY
MINNEAPOLIS, MINN.



When in need

of estimates or information relative to elevator and mill transmission, or any kind of power machinery installations, write, telephone or call. We are the **General Northwestern Agents** for the following well known high grade lines:

The Sonander Automatic Scales
"The Standard" Scales

The Foos Gas, Gasoline and Producer Gas Engines

Skinner Automatic Steam Engines

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Chain Belt Concrete Mixers

Clyde Hoisting Engines

Cookson Feed Water Heaters

Webster Mfg. Co.'s Mill and Elevator Conveying and Transmission Machinery

Blue Thread Brand Transmission Rope

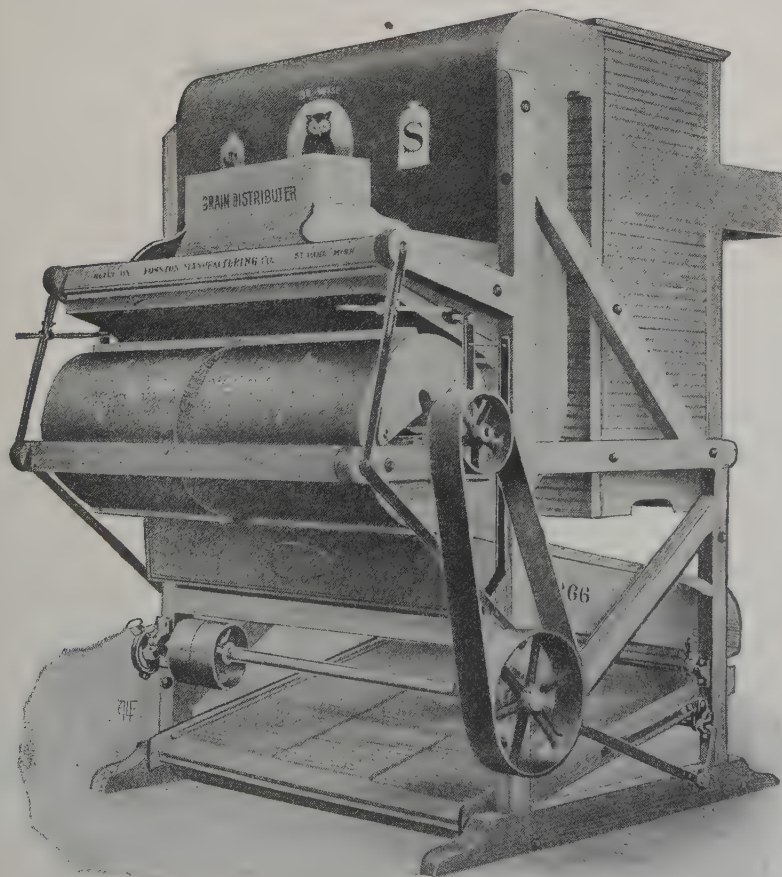
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Engineers' and Electrical Supplies

Pipe, Valves, Fittings, Hose and Packing

A complete stock carried for prompt shipment and in addition we have a fully equipped machine shop for manufacturing and job work.

Power Equipment Co., Minneapolis



The "NEW PROCESS"

Enabled them to sell their grain
NET and at a **PREMIUM** and
their Screenings for **\$15.00** ^{Per} _{Ton}

These are actual facts which you can ascertain by sending for our new book, "Modern Methods of Grain Cleaning and Separating." In this book we have reproduced statements from elevator and warehouse operators, taken from their books, showing exactly how much the "New Process" made for them. You will also find illustrated and described the New Process Elevator and Warehouse Combination Cleaner and Separator.

**If you are in the Market for a Cleaner,
Send for this Book.**

The "New Process" is two machines in one. It is a receiving cleaner with tremendous capacity and it is a perfect separator of all kinds of grain and seeds. It is equipped with our patented non-clogging device, which we guarantee will keep the screens absolutely clean. This device will not wear the screens and we guarantee our screens to last longer than the screens in any other cleaner.

Be sure to get our catalogue before you decide on a cleaner.

Fosston Manufacturing Co.
Merriam Park, St. Paul, Minn.

Omaha, Nebr, May 1910.

To Our Customers & Others:—

Watch this space and profit thereby.

We are price makers and quality givers.

We are manufacturers of Elevator machinery and Power transmitting appliances.

— We Represent —

Howe Scales Witte Gasoline Engines.
Avery Automatic Scales—Barnard & Leas Mfg Co
New Era Passenger Elevators—King Car
Loaders and Fifty One Others.

We carry the largest stock of Belting,
Buckets, Pulleys, Sprocket Wheels,
Chain, Rope and kindred goods
in the west.

Write from Near or Far for
prices covering your needs large
or small.

American Supply Co.

1110-1112 Farnam St. Omaha, Nebr.



WE MANUFACTURE

Success Safety Man-lift, Birchard's Standard Fireproof Elevator Boots, Birchard's Distributing Spouts, Cast Iron Turn Heads, Overhead Indicators, Dump Locks and Irons, Blue Annealed Steel Spouting, Flexible Grain Spout (Hastings Special).

We SELL Belting, Transmission Rope, Salem Steel Buckets, Wood and Iron Pulleys, Drop Hangers, Pillow Boxes, Set Collars, Shafting, and in fact everything that enters into the machinery construction of grain elevators.

Try Hastings Special Steel Grain Flexible Loading Spouts and Smoke Stacks. Your favors will be appreciated.

Hastings Foundry & Iron Works
Hastings, Nebraska.

THE BEST



is none too good, so goes an old saying.

Our New Era Manlift has many exclusive features and is the very best that can be made.

We also make Hand and Power Elevators, Dumbwaiters, etc. We can please you.

Write for descriptive matter and prices.

SIDNEY ELEVATOR MFG. CO.
SIDNEY, OHIO

SCOOP-TRUCK

Here is a user's testimonial: "We are using two of your Scoop-Trucks, which for unloading grain from cars we find 'all to the good.' 'Please ship us another with as little delay as possible.'"

Price \$10.00
F. O. B. Factory

Detroit
Scoop-Truck Co.

2225 W. Jefferson Ave.,
Detroit, Mich.

THE RELIANCE AUTOMATIC DUMP CONTROLLER



does not require time or labor in operating, is in the road in the sink or in driveway. It is simple, durable and easily attached to any drop dump. All prominent elevator contractors recommend it.

In our experience in grain elevator building we find there is often a great objection raised by the farmers about the hard dropping of their wagons in dumping; also that expense often accrues to grain men for repairs to wagons broken in this way.

It has been in use over the central grain states two years. We have letters from a great number of users who speak of it in the highest terms, and say they will not do without it.

We guarantee it to give satisfaction.

Shipped on 30 to 60 days trial. Price, \$12.00.

Yours truly,

RELIANCE CONSTRUCTION CO.
INDIANAPOLIS, IND.

IT IS TO YOUR INTEREST TO LET
US QUOTE YOU PRICES ON

ELEVATOR MACHINERY

AND

SUPPLIES

OF EVERY DESCRIPTION

LARGE STOCK
PROMPT SERVICE

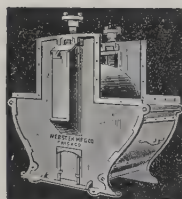
Grain Dealers Supply Co.

305 So. 3rd Street

Minneapolis, Minn.

Elevator Supplies

We manufacture a complete line of grain-handling machinery including



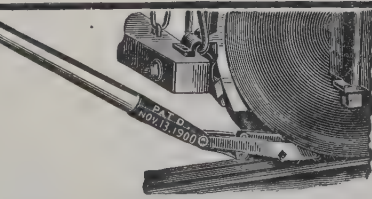
SPOUTS,
BOOTS,
Clutches,
Buckets,
Pulleys,
Belting, Etc.

We carry a stock on hand and can make prompt delivery. Consult us when planning improvements.

Write for catalog.

K. C. Mfg. & Supply Co.

Kansas City, Mo.



THE ATLAS CAR-MOVER

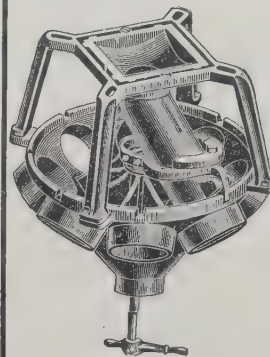
Manufactured exclusively by

The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.

is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

Hall Signaling Distributor

This simple, unique device with only two moving parts, has saved its various owners in ten years



Over a
Million
Dollars

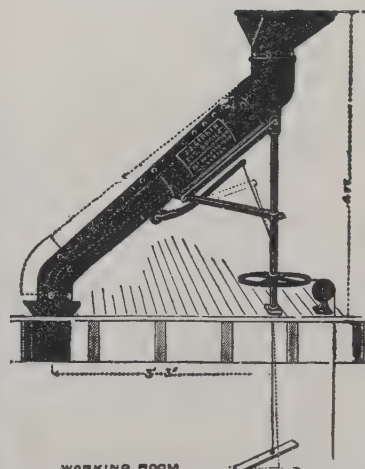
Each is as good to-day, as when bought and will be for future generations.

It's an economic gem.

HALL DISTRIBUTOR CO.

222 Ramage Bldg. Omaha, Nebr.

ORDER THE No. 2



GERBER IMPROVED Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.

We make a specialty of mill and elevator spouting. For particulars write

J. J. GERBER, MINNEAPOLIS, MINN.

ELEVATOR BELTING

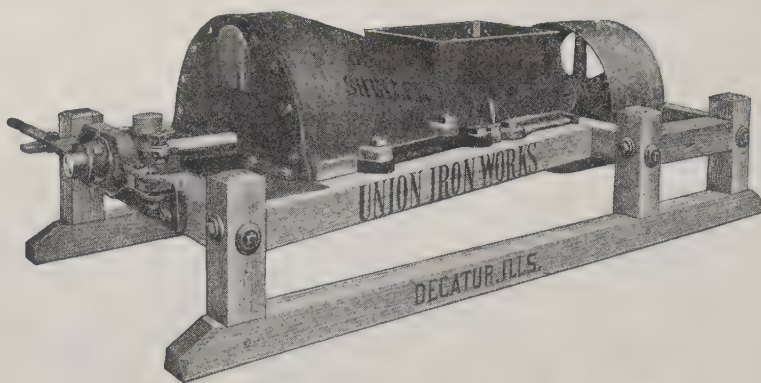
The Gutta Percha and Rubber Mfg. Co.

Catalog

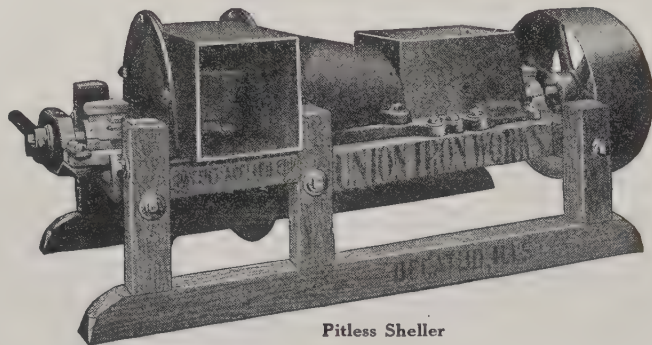
CHICAGO

Samples

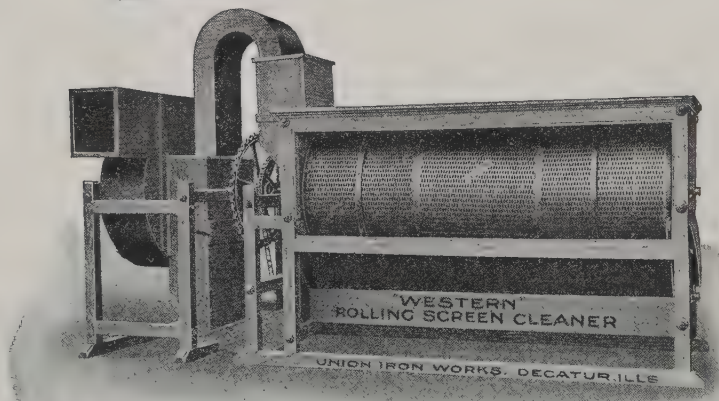
The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.



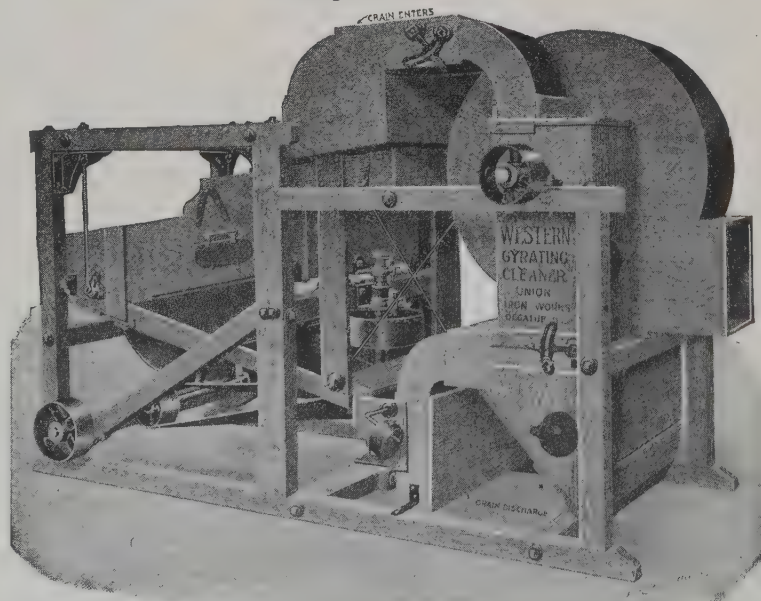
Regular Warehouse Sheller



Pitless Sheller



Rolling Screen Cleaner



Gyrating Cleaner

You Will Be Money Ahead

when contemplating changes, improvements, or building a new elevator, in buying nothing but the best machinery.

"WESTERN" MACHINERY has been in the lead for over forty years, and is considered the standard throughout the grain growing sections.

The brand "WESTERN," when applied to Shellers, Cleaners and Elevator Equipment, is synonymous with quality, and so well known as to scarcely require further comment.

Do not hesitate to ask our advice when in doubt as to the most practical arrangement of your machinery when contemplating changes in your equipment. The benefit of our experience is yours for the asking. We employ nothing but practical traveling representatives, whose services are at your command.

*Write for our No. 26
General Catalogue.*

Union Iron Works
DECATUR ILLINOIS

1221-1223 Union Avenue
Kansas City, Mo.

The host of users of our
Special Grain Shovel Rope

and all other owners of Car
Pullers would do well to use
our Marline-Covered

CAR PULLING ROPE

It's a great thing.

DURABLE WIRE ROPE CO.

BOSTON CHICAGO
26-30 Atlantic Ave. 105 N. Canal Street

BOWSHER

(Sold with or without Elevator)

CRUSH ear corn (with or without
shucks) and GRIND all kinds of
small grain. Have Conical-Shape
Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Eight
Sizes—2 to 25-horsepower.

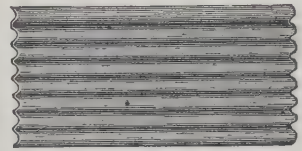
Peculiarly suited for use with
Gasoline Engines.

The N. P. Bowsher Co.
South Bend, Indiana

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We are Large Manufacturers of
Steel Roofing, Corrugated Iron, etc.



We furnish this material in large quantities for
grain elevators all over the country. We also
take contracts for doing this work complete.

Sykes Steel Roofing Co.,
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The Gutta Percha and Rubber Mfg. Co.

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CHICAGO

Samples

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IMPROVED

Cyclone Dust Collectors, Automatic Furnace
Feeders, Steel Plate
Exhaust Fans, Ex-
haust and Blow
Piping.

Complete systems
designed, manufac-
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guaranteed. Old
systems remodeled
on modern lines on
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where present sys-
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Defective systems
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proper working
order.

High and Low
Speed Systems.

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West Jackson Boul.
CHICAGO, ILL.



(Patented)

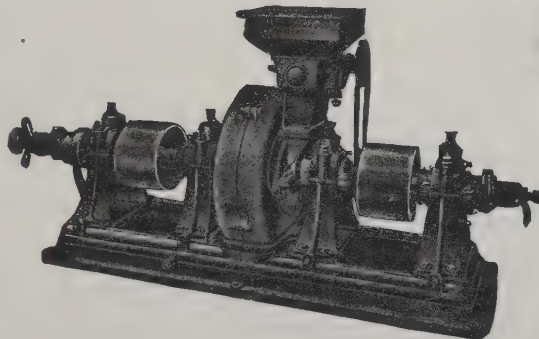
Your Profits

at the end of the year are shown by the
amount of cash you have. You will
find the feed grinding end of your
business very profitable if you have a

**Monarch
Feed Mill**

Let us prove it to you by sending you
one on trial. **WRITE US**

SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.



ELEVATOR EQUIPMENT

We manufacture a complete line of elevator equipment
including Wagon Dumps, Power Shovels, Corn Shellers and
Cleaners, Buhr Stone and Roller Feed and Meal Mills,
Meal Bolters, Packers, Car Pullers, Passenger Elevators,
Grain Handling Appliances, Belting and Power Connections
of all kinds, Mill and Elevator Supplies.

WRITE FOR PRICES.

NORDYKE & MARMON CO.

America's Leading Mill Builders

Est. 1851.

INDIANAPOLIS, IND.

WILLFORD

Light Running Three-Roller Mills

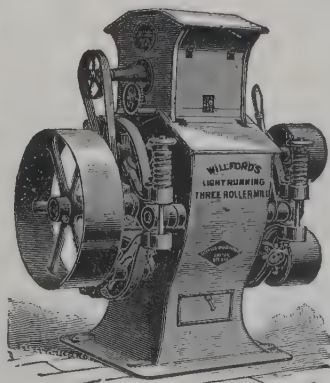
**ARE THE BEST
FEED MILLS FOR ELEVATORS**

because they take the least power,
are strong, simple and durable.

Write for Circulars and Prices.

WILLFORD MANUFACTURING CO.

303 So. 3rd Street Minneapolis, Minn.



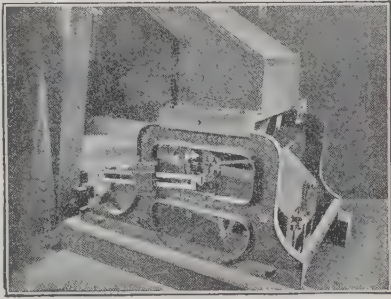
"The per cent of loss saved by the
'1905' over the old 'Cyclone' is from
71½% to 80%. These losses are due to
dust collector friction and take into
consideration nothing but the Col-
lector."—The Mechanical Engineer-
ing Dept., University of Michigan.



**THE
"New
Cyclone
1905"**

Manufactured Exclusively by
The Knickerbocker Co.
JACKSON, MICH.

AVERY



THE
TIME
TEST
TELLS
THE
TALE
OF

AUTOMATIC SCALES

The AVERY survives BECAUSE:

Its fundamental principles are right.

It is built of the best materials.

It cannot make mistakes.

It is a Standard Test Scale.

It cannot "run through."

It is the acme of simplicity.

Write for detailed explanation.

AVERY SCALE CO.

NORTH MILWAUKEE, WIS.

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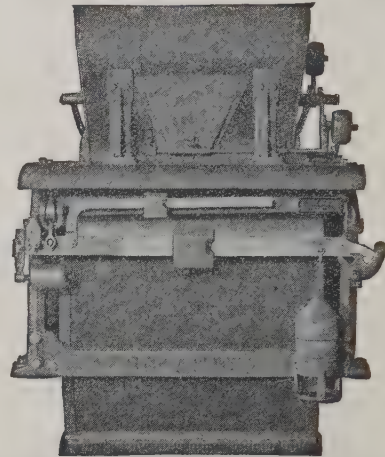
305 S. 3rd St.
MINNEAPOLIS

2 Rector St.
NEW YORK

618 Board of Trade
INDIANAPOLIS

225 Board of Trade, KANSAS CITY, MO.

An AUTOMATIC SCALE Not An AUTOMATIC PUZZLE



SONANDER AUTOMATIC SCALE.

is a Standard Scale to which have been added simple parts to secure automatic and continuous weighing. It's just like the scale you have always used, only it's automatic.

There is never any doubt or mystery.

It is guaranteed to handle a greater variety and condition of grain, *clean or dirty*, whole or ground, with greater ease and greater accuracy than any other automatic scale. Such a guarantee will be made to *you*.

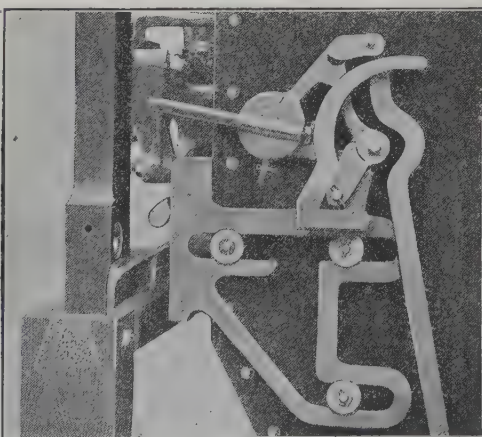
The Sonander is self-testing, no platform or other scale is required. *It occupies less space than others.*

"Sonander Baggers are wonders" so users say.

THE WINTERS-COLEMAN SCALE CO.
SPRINGFIELD, OHIO. Agents at all Grain Centers

Locked and Barred Against Accidents

The New Richardson Automatic Grain Scale Fitted with Our Locking Gear is More Reliable Than Any Hopper or Other Automatic Scale Because it is Impossible for it to Pass Grain Unregistered.



The cut shows our Patent-Locking Gear.

You cannot afford the risk of grain running through your scale untallied because foreign matter or friction prevents the feed gate from closing before the hopper door opens.

The protection of this device is ensured to users of the **Richardson Scale Only**, being our exclusive patent.

If you want a Fool-Proof Scale, specify the **Richardson**. The result of the accumulated experience of 20 years.

Rust and dust cannot affect it. It will work and stay working under **Your** conditions.

RICHARDSON SCALE COMPANY

122 Monroe St., Chicago, Ill.

6 Park Row, NEW YORK

413 Third St. So., Minneapolis, Minn.

WE WANT AGENTS



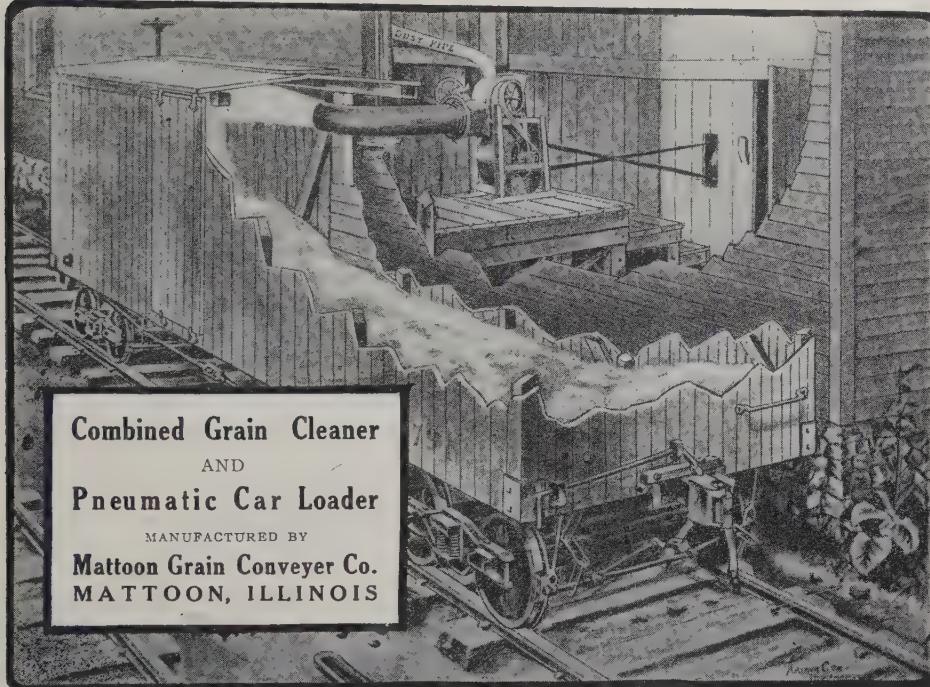
We can offer every Elevator man a splendid opportunity to earn extra money during the dull summer months selling the Brown "Little Giant Hoist" to Farmers. Write us at once for territory and full particulars. We also make Line Shaft Clutches for elevator work.

BROWN CLUTCH CO., Sandusky, Ohio

WILL IT PAY?

When you are thinking of buying a Car Loader you should give the investment feature the same consideration as an investment in an elevator or land or bonds. The "earnings" count, not the price paid. A poor loader is likely to be dear even at a low price, while a good one at a higher price is cheap. **Boss** Car Loaders are a good investment because they save the expense of help to load the cars, and there are times and places when it is difficult to get anyone to scoop back grain, especially dusty oats. Grain is often improved by going through these machines and customers have told us voluntarily that their loaders pay for themselves every year. You take no chances in giving them a trial, sizes carried in stock.

MAROA MANUFACTURING CO., DEPT. 3. MAROA, ILL.



**Combined Grain Cleaner
AND
Pneumatic Car Loader**

MANUFACTURED BY

**Mattoon Grain Conveyor Co.
MATTOON, ILLINOIS**

COMBINED Grain Cleaner and Pneumatic CAR LOADER

The **ONLY** Machine that Will
Clean and Load at the Same Time

The **ONLY** Car Loader that will
Not Damage the Grain

*For Descriptive Circular
and Prices, Address*

**Mattoon
Grain Conveyor Co.
MATTOON, ILL.**

IF U NU

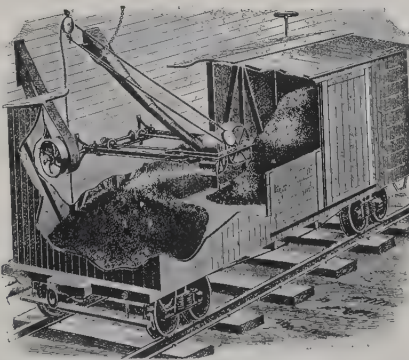
How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

**GRAIN DEALERS JOURNAL
255 LA SALLE ST., CHICAGO.**

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.



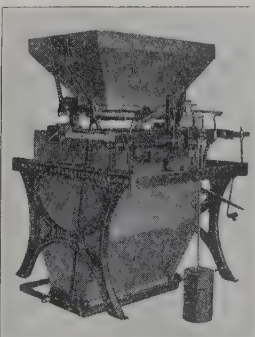
**No. 4 CHAMPION
LOADER
IT
LOADS
GROUND
FEED**

In fact it will load any kind of grain, seeds or meal.

When you are buying, buy the best.

SEND FOR PARTICULARS.

E. BAUDER, - Sterling, Ill.



The NATIONAL Has All

the good features exploited by others, but without a single bad feature so often found in automatics. Handles trashy grain at any rate of elevation without regulating the scale and handles this as accurate and more so than any other scale weighs clean grain at normal elevation whether automatic or not. Write for our new catalog. **NO SALESMEN'S EXPENSES—YOU** get the benefit. 60 days free trial. To contractors—You can sell three Nationals where you could sell but one or two "sold by salesmen" scales.

**NATIONAL AUTOMATIC SCALE CO.
BLOOMINGTON, ILLINOIS**

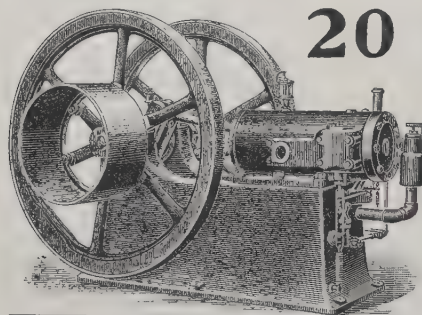
WITTE GAS AND GASOLINE ENGINES

All sizes; any grade fuel.
The Elevator and Grain trade our specialty.
The Witte represents the highest perfection in accuracy and mechanical workmanship.
All valves vertical and self-seating.
Bensonized Bronze Bearings.
Automatic wipe oilers.
Noiseless safety Auto Mufflers.

FIVE YEAR BOND GUARANTEE

Prompt Deliveries Complete Equipments,
Get Elevator Catalog X

WITTE IRON WORKS CO. 1626 Oakland Ave., KANSAS CITY, MO.

**20 Years' Trial**

For over twenty years we have been building Thompson-Lewis Gasoline Engines.

While every engine is thoroughly shop tested before it is shipped, we have not stopped with such a trial, but have tried to keep track of it in actual service.

As yet we have failed to find one which has failed to do all that we claimed. This

PROVES ITS SUPERIORITY

These engines are built for long service. In fact, we have by careful study been able to produce an engine which is almost perfection in the hands of our customers.

We guarantee them to do all that we claim. They are made in several sizes and styles. Send for Catalog.

J. Thompson & Son Mfg. Co., Beloit, Wis.

BELTING, PULLEYS, HANGERS, SHAFTING and SUPPLIES
GAS AND GASOLINE ENGINES

SEND FOR PRICES

THE OSBORNE & SEXTON MACHINERY CO., Columbus, Ohio

Perforated Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

The Strong-Scott Mfg. Co.
Minneapolis, Minn.

Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors

A 500 Per Cent Investment

This is a low estimate of the amount of the returns which can be made from a small investment in Kennedy Car Liners.

They are not an experiment, but are being bought by hundreds of shippers who have used them before and who would not continue to buy them if they were not satisfied that it was money well spent. Leakages in transit can be prevented at less cost by Kennedy Liners than by any other known method of cooping cars. If you do not know what they are, write us a card at once and we will give you full description.

Fred. W. Kennedy
Shelbyville, Ind.

FOOS**GAS AND GASOLINE ENGINES**

Have reached their present state of perfection as a direct result of 22 years experience in manufacturing them. These engines are built in the largest exclusive gas engine plant in America where they have the advantages of superior superintendence, and the best shop equipment. Catalogue No. 20 explains points of great interest to prospective engine purchasers. Send for it. Horizontal and vertical 2 to 500 HP.

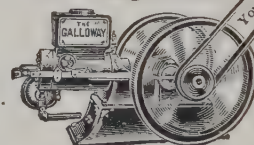
THE FOOS GAS ENGINE CO.,
SPRINGFIELD, OHIO.

\$50 TO \$300 SAVED

We are manufacturers, not merchants. Save dealers, jobbers and catalog house profit. I'll save you from \$50 to \$300 on my High Grade Standard Gasoline Engines from 2 to 22-H.P.—Price direct to you lower than dealers or jobbers have to pay for similar engines in carload lots for spot cash.

GALLOWAY

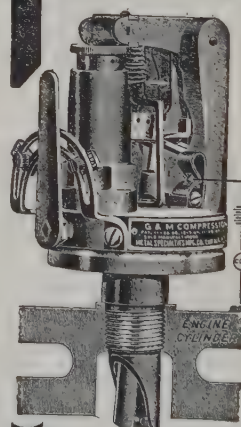
Price and quality speak for themselves and you are to be the sole judge. Sell your poorest horse and buy a **5-H.-P. only \$119.50**



Direct From My Factory on 30 Days' Free Trial. Satisfaction or money back. Write for special proposition. All you pay me is for raw material, labor and one small profit. Send for my big **BOOK FREE.**

Wm. Galloway, Pres.
Wm. Galloway Co.
1315 Galloway Station
Waterloo, Iowa

G. & M.
Compression Igniter
Special Price Next 30 Days
A Revelation in Gas Engine Ignition



This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

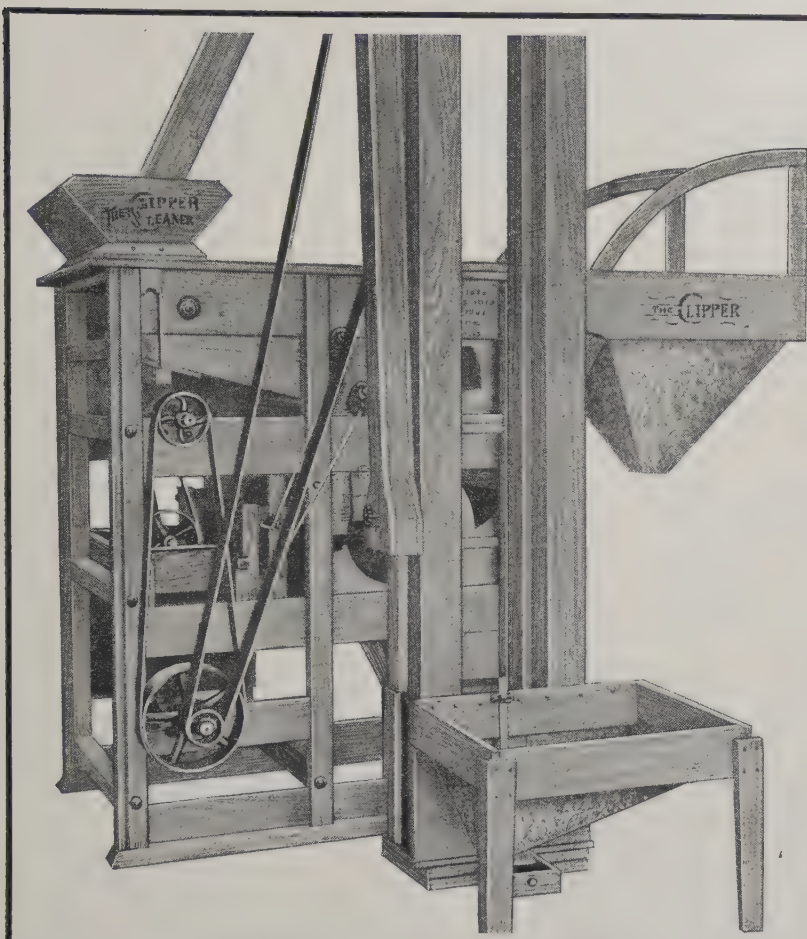
We Can Save You Money

by increasing the efficiency of your engine. We ignite the charge at the proper moment under all conditions of load and speed.

Other results are; easier starting; greater power; steadier running; no mis-fires; less straining and jerking of the engine.

LIVE AGENTS WANTED

For particulars write sole manufacturers
METAL SPECIALTIES MFG. CO.
427-441 W. Randolph St., Chicago, Ill.



No. 116 Clipper Cleaner

This machine has Traveling Brushes on the screens, special Air Controller, Settling Chamber and Dust Sack for taking care of the dust and light screenings, two stands of Pony elevators, sink hopper and bagger. The cleaner and elevators are driven from a counter shaft on the lower frame of the cleaner. All belting and pulleys furnished complete as shown in cut.

The seed is dumped into the sink hopper connected to elevator boot and carried up to the feed hopper of the cleaner. The cleaned seed discharges from side of cleaner into the opposite elevator boot and is elevated and sacked. This is all done on one floor.

This is a complete cleaning and elevating outfit and is giving universal satisfaction. This machine has no equal for clover, timothy and all fine seeds. Write for circular giving cuts and full description.

A. T. FERRELL & CO.
SAGINAW, MICHIGAN

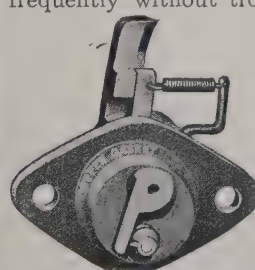
The Charter Talks No. 3

We ask your attention now to what may seem a little thing, but which is a very vital point in gasoline engine construction and which illustrates the care we exercise in building Charter Engines.

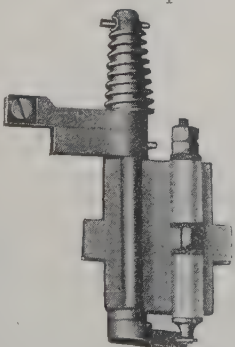
In cheap machines, "made to sell," a cheap asbestos gasket is used between the ignitor plug and its case; while in the Charter Engines a copper gasket is used because it is more durable and enables you to examine the points frequently without trouble.

Herewith we show two views of

OUR IGNITOR PLUG



one illustrating the inside end of the plug and the other



the plug cut in two. Notice that there are two independent electrodes, the rolling and the fixed. The fixed electrode is insulated from the rest of the plug by the porcelain bushings and mica washers and has a platinum ring riveted on its inner end. A platinum point is driven into a small drilled hole in the arm of the rolling electrode.

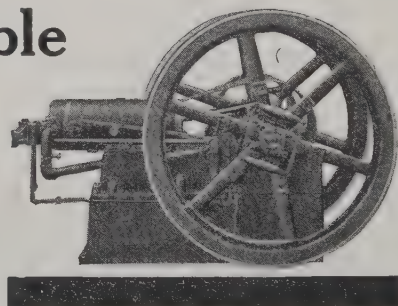
Such care in minor details gives the Charter Engines superior advantages and wearing qualities. Really, the best talking points about these engines are the engines themselves—what they are, what they have done and what they will do.

We cannot in an advertisement tell all of the advantages. Send for our catalogue and get full particulars about the advantages of the Charter engines.

SEND TODAY.

CHARTER GAS ENGINE CO., Box 509, Sterling, Ill.

Dependable Power Always On Tap



Elevator and mill men who own I. H. C. gasoline engines have good, steady, economical power ready wherever they are. Close a switch, open the first valve, give the fly wheel a turn and away she goes—and keeps going till you cut the fuel off. But ever-readiness and simplicity are not the only advantages of I. H. C. engines. They cost less while running and run for more years than others. Choose one of the

I H C Gasoline Engines

if you want the best and most economical engine service. You can't make a mistake. There is an I. H. C. exactly suited to your needs. 1 to 25 horse power, vertical or horizontal, stationary or portable, mounted on skids or trucks. Tractor Engines in suitable sizes. See the local International agent about the size and style you are most interested in or write us for catalogue.

International Harvester Company of America

(Incorporated)

21 Harvester Bldg.

Chicago, U. S. A

THE TALK OF THE TRADE

The Beall MOTIONLESS SCREEN Cleaner

(Patent applied for)

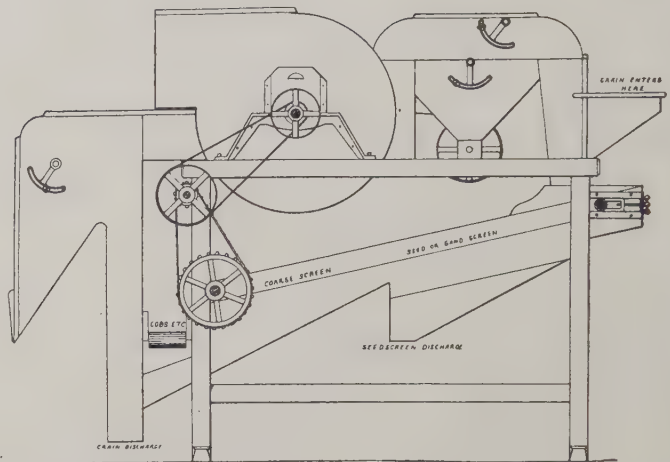
Some of its advantages over other cleaners are:

- The screens are motionless—stationary.
- They have absolutely no vibration.
- Nor does any part of the machine shake or vibrate.
- It requires no bracing, either at first or at any future time.
- It handles cobs and corn from sheller, shelled corn, wheat, oats, rye, barley, etc.
- Its capacity is practically unlimited.
- The grain is carried upon the screens by traveling rods.
- These rods run slow.
- They drag large foreign material over the end of the screen.
- They keep the openings in the screen open *all the time*.
- It is *impossible* for the openings to clog up.
- There are *no eccentrics* about the machine.
- It never has to be balanced.
- The bearings will run years without attention.
- It relieves you of all worry about balancing, babbitting, screen cleaning, etc.
- It can be built to discharge grain at the feed end or at the discharge end.
- It can be built to occupy same space your present cleaner occupies.
- It will fit under almost any elevator turn head.
- The fan can be placed in front, at one side, or on top.
- It saves time, repairs and trouble at critical moments.

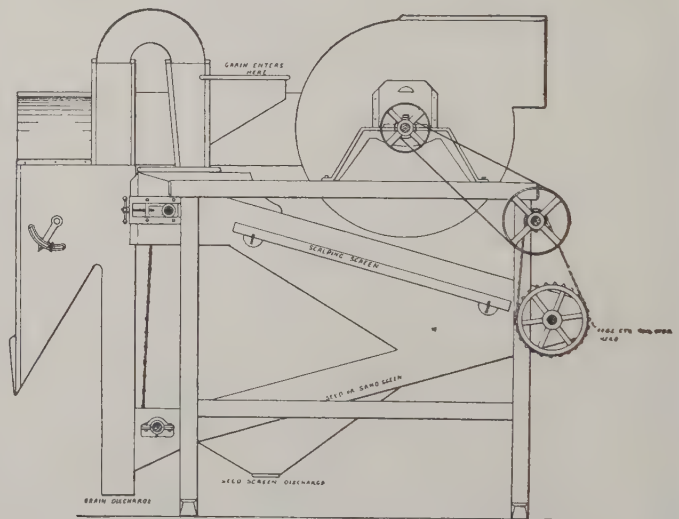
Further particulars upon request.

Manufactured exclusively by

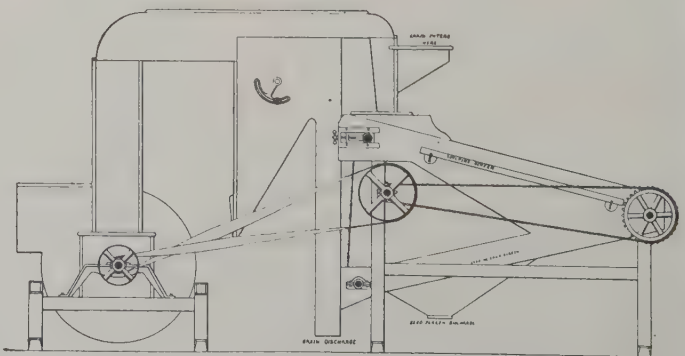
The Beall Improvements Co.
DECATUR, ILL.



As built above the grain enters at one end and discharges at the opposite end.



When built like this the grain enters and discharges at the same end.



When built like this the grain enters and discharges at the same end and the fan can be placed wherever desired, separate from the machine.

"Wanted" and "For Sale"

The rate for advertisements in this department is 15 cents per type line each insertion

STEAM ENGINES—BOILERS.

FOR SALE CHEAP 24 h.p. Atlas steam engine and boiler equipment complete; good as new. No. 1 Western Gyrating cleaner; large size Boss car loader. L. F. Webb Grain Co., Weldon, Ill.

REBUILT ENGINES AND BOILERS.

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed.

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES—AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14½x16 Buckeye, 14½x14 Ball & Wood, 13½x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9½x12 Leffel, 8x10 Allfree, etc.

ENGINES—THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS—STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

BOILERS—FIRE BOX: 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h. p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated LEADER INJECTORS and JET PUMPS. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, O.

WE OFFER for the Commonwealth Edison Company following equipment which has been taken out of service in plants where their central station current has been substituted.

1—50 light 3 KW belted generator and 5 H.P. Backus gas engine.

1—60 light 3¾ KW Lundell generator direct connected to 6 HP Metz & Weiss kerosene engine; mounted on common base, complete with switchboard and instruments.

1—200 light 10 KW 125 volt generator belted to 15 HP White & Middleton gas engine.

1—300 light 17 KW Westinghouse 110 volt belted generator and 25 HP Nash gas engine.

1—300 light 17 KW 110 volt Westinghouse generator belted to 30 HP Nash gas engine.

1—700 light 125 volt generator, 800 RPM. belted to 50 HP 3 cylinder vertical Nash gas engine.

STEAM ENGINES.

1—6 HP Sturtevant automatic vertical engine.

1—10 HP Sturtevant automatic vertical engine.

1—10 HP Jewell side crank horizontal engine.

1—12 HP Payne vertical twin engine.

1—25 HP Wachs vertical engine.

1—7x9 double cylinder steam driven elevator machine.

Steam and gas engines, boilers, stacks, generators, motors, belting, pumps, etc.; all sizes and types. Power Equipment Company, Fisher Bldg., Chicago, Ill.

GASOLINE ENGINES.

\$350 WILL TAKE our 17 h.p. gas or gasoline engine; self starter. Michigan City Paper Box Co., Michigan City, Ind.

SECOND HAND GAS AND gasoline engines, 3 to 25 H. P. Get our list and prices. Christensen Engineering Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE—One 35, 50, 75 h.p. Fine condition; bargain. Address A. J. S., Box 9, Grain Dealers Journal, Chicago.

IF YOU HAVE a gasoline engine for sale advertise in the "Gasoline Engines" column of the Grain Dealers Journal and get quick results.

18 H. P. LEWIS GASOLINE ENGINE in first class condition with electric igniter for sale at a bargain. S. J. Thompson, Holton, Kans.

A NEW ERIE DAYTON GAS ENGINE for sale. 30 h.p., almost as good as new. Cheap. Guaranteed to be in good condition. Address Quinby Climer, Chillicothe, Ohio.

ONE 15 H. P. LEWIS GASOLINE engine for sale. Guaranteed in first-class condition, at half price. Reason for selling, will install electric motor. Address J. M. J., Box 10, Grain Dealers Journal, Chicago, Ill.

6 H.P. FAIRBANKS-MORSE gasoline engine bought last winter of Allen P. Ely & Co., of Omaha, Nebr., at \$100. Will not run when loaded. Have installed electric power and will sell at half cost. Grayson County Mill & Elevator Co., Van Alstyne, Texas.

ONE 35 H. P. OLDS GASOLINE engine for sale at a bargain. New type, nearly new. One 18 h. p. Olds gasoline engine rebuilt last fall. These engines are in perfect condition and running every day. We are installing electric motors and will have no use for the engines. Leslie Elevator Co., Leslie, Mich.

GASOLINE ENGINES FOR SALE.

4 H.P. Olds, good condition.....	\$ 90.00
3 H.P. Webster, good condition.....	60.00
4 H.P. Field, used 60 days.....	105.00
8 H.P. White & Middleton, good as new	200.00
16 H.P. Vertical Marinette.....	200.00
15 H.P. Field	250.00
8 H.P. Webster, new.....	250.00

Allen P. Ely & Co., Omaha, Nebr.

GAS AND GASOLINE ENGINES for sale. One 3 h.p. Backus, one 3 h.p. McMullen, one 5 h.p. Termaat & Monahan, one 15 h.p. Nash, one 16 h.p. Otto, one 50 h.p. Miller, one 50 h.p. Olds. All of the above are in first class running order just as taken out of service and were taken in trade by us for electric motors. We will sell these very cheap as they are, or completely overhaul them and then guarantee them practically to new. Gregory Electric Co., 16th and Lincoln Sts., Chicago.

GASOLINE ENGINES FOR SALE.

30 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
22 H.P. Fairbanks Morse.
15 H.P. Fairbanks Morse.
12 H.P. Fairbanks Morse.
6 H.P. Fairbanks Morse.
4 H.P. Fairbanks Morse.
12 H.P. International Howe.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

GASOLINE ENGINES.

ONE 22 H.P. FAIRBANKS-MORSE gasoline engine. Guaranteed in good operating condition. Thoroughly overhauled at \$300. Grayson Mill & Grain Co., Van Alstyne, Texas.

50 H.P. OTTO GAS PRODUCER power complete, suitable for mill or electric light plant, for sale at a sacrifice. Almost new. Address Crab-Orchard Lumber Co., Crab Orchard, Nebr.

MACHINES FOR SALE.

FOR SALE—Two Standard warehouse corn shellers. Address A. H. Richner, Crawfordsville, Ind.

WILFORD 3 HIGH ROLLER MILL for sale. In good order, size O. Price right. This is a first class machine for feed and meal. P. O. Box 205, Piqua, Ohio.

ONE INVINCIBLE No. 4 and one Monitor No. 4 wheat or oats cleaner, good as new; sell either one. Price very cheap. George & Ervin Bros., Jamestown, Ohio.

LARGE LINE OF VARIOUS MACHINERY for mill and elevator equipment; special low prices for quick sales. Write for particulars to American Hominy Company, Indianapolis, Ind.

CARPULLER—One 10 carload capacity carpuller, jaw clutch, self containing drum, used very little. One Clarks single automatic power shovel, good as new. Ottawa Elevator Co., Ottawa, Minn.

I AM PREPARED to push the manufacture on royalty or sell any small metal device or machine suitable for the elevators and grain dealers. Address T. T. C., Box 2, Grain Dealers Journal, Chicago.

ONE NO. 2 NEW MARSEILLES dustless warehouse sheller and cleaner for sale. Used part of one season; good as new. One No. 2 Sandwich mounted sheller and cleaner, used 3 seasons. Address Comanche Grain & Elevator Co., Comanche, Okla.

SECOND - HAND FOR SALE. — Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfrie, belt drive; 1-7"x15" Alfrie 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 253 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

SCALES FOR SALE.

STANDARD GASTON HOPPER SCALE, capacity 12,000 lbs. Good as new. Also indicator stand. Address Peter Kruse, Ficklin, Ill.

FAIRBANKS & HOWE HOPPER Scales. 700, 500 and 300 bu. capacity. Guaranteed to be good as new. Omaha Scale Co., 10 and Douglas, Omaha, Neb.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

ELEVATORS FOR SALE.

ELEVATOR IN CENTRAL OKLA. run by gasoline engine. A bargain if sold soon. Address Box 152, Dover, Okla.

A MODERN 35,000 BU. cribbed plant in good town close to Chicago. Does good business and makes money. Address Jas. M. Maguire, Campus, Ill.

SOUTH DAKOTA. Four grain elevators located in the cream of So. Dak. territory for sale. Doing good business. Address Dakota, Box 11, Grain Dealers Journal, Chicago, Ill.

SINAI, S. D. Elevator plant at Sinai, S. D., for sale. One of the richest farming districts in S. D. No farmers elevator, capacity 25,000 bus. Address H. Hoganson & Son, Sinai, S. Dak.

ELEVATOR AND COAL BUSINESS for sale. Reason for selling, owner wants to move to California. Good opening for other business in connection if desired. J. S. Irwin, Blunt, So. Dak.

FOR SALE—BANTRY, N. DAK. 25,000 bus. capacity cribbed elevator in first class shape and dwelling house. Sell both or separately. Stair, Christensen & Timerman, Minneapolis, Minn.

FOR SALE OR RENT, a 30,000 cribbed construction gasoline power elevator on C. & E. I. R. R. Fine territory and A No. 1 proposition. Address S. I. D., Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN SOUTHWEST MISSOURI on Frisco for sale. 10,000 bu. capacity. Good grain point, no competition. Price \$4,500. Address F. B. M., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND ANNEX for sale or exchange for good farm land. Capacity 15,000 bu. Prospect for crops very good. Reason for selling, old age and poor health. Address O. O. Helgen, Ruthven, Iowa.

FOR SALE. Bargain in elevators in Indiana, Illinois, Iowa, Kansas, Oklahoma and other states. Write for descriptions stating location preferred. Iowa Mill & Elevator Brokers, Independence, Iowa.

IOWA. Elevator and feed business in Iowa town of 6,000 inhabitants for sale. Thoroughly equipped, cribbed building of 30,000 bus. capacity. Address J. H. S., Box 8, Grain Dealers Journal, Chicago, Ill.

TWO MODERN ELEVATORS for sale on P. C. C. & St. L. R. R. 15,000 capacity. Well equipped with good coal business. A good proposition to right man. Will sell one or both. Address 602 Broadway, Greenville, Ohio.

SOUTH OKLA. Wanted to sell 4—70 saw gin and 25,000 bu. elevator, combined or separately; all or half interest; located in one of finest sections of South. Okla. Terms liberal. Address X. Y. Z., Box 11, Grain Dealers Journal, Chicago, Ill.

16,000 BU. ELEVATOR along the Rock Island, on own ground with easy driveway. One fair competitor. Fine crops. Sheller, cleaner, 5 ton Hopper scales, 3 stand of 9x24 rolls and bolter. Good trade on chops. A money maker. Will be sold cheap, easy terms. Address Union Supply Co., Mt. View, Okla.

NORTHWESTERN IOWA. 25,000 bus. elevator in N. W. Iowa in good corn and oats territory. One other elevator, easy competition. Fairbanks Registering Beam, 4 ton scale, 1000 Avery automatic scale, Boss car loader 12 h.p. F. & M. engine. All in first class shape. Address P. J. K., Box 11, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA. For sale, elevator and cotton gin in the best Okla. locality. Capacity of elevator 15,000 bus. Practically new gin, two stand, Munger System, complete in every respect. A bargain. Must make sale within thirty days. Owners retiring from grain business. Address Owner, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NORTH CENTRAL MINNESOTA. Three elevators for sale, located in good large territory. If interested write H. E. C., Box 9, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA 12,000 bu. elevator, little competition; nearest town ten miles. For sale at a bargain. Good crops and good station. Address Box 65, Lucien, Okla.

CENTRAL IOWA. For sale a good line of thirteen elevators in central Iowa. Will sell all together or separate. For full particulars address Central, Box 11, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA. For sale practically new elevator in best location in Okla. Built last year. Good reason for selling. For further information address W. H. Dowlen & Sons, Pauls Valley, Okla.

CENTREVILLE, IND. 15,000 bu. capacity elevator for sale. Large territory. Will ship about 150 cars a year. Will sell at a bargain if sold before the 10th of June. Address F. S. S., Box 10, Grain Dealers Journal, Chicago, Ill.

A 15,000 BU. ELEVATOR for sale. Well located. Good territory. O. K. competition; a money maker; right price; oats, wheat and corn prospects excellent. Address Oklahoma, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE OR TRADE on Wabash R. R. Doing a good business; handles 125 to 150 cars annually of hay and grain. Handle coal and feed for side line. Address J. R. B., Box 11, Grain Dealers Journal, Chicago, Ill.

SOUTHERN MINN. Good cribbed up to date 20,000 bu. elevator for sale. Built 3 years; located in the best grain growing section of So. Minn. Also modern house in connection. Address Will, Box 11, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA. For sale, 10,000 bu. capacity elevator in Okla., also chop and meal mill in connection. One of the best grain points in the state, from 400,000 to 600,000 bus. of grain annually. A big bargain. Address Box 82, Verden, Okla.

MANSFIELD, OHIO. Good grain elevator for sale or rent. 20,000 bus. capacity; fully equipped; coal sheds and side track on the property; will rent for \$65 per month or sell for \$9,000; fine opportunity. Address G. W. Bahl, Mansfield, Ohio.

ELEVATOR for sale. One of the best money making grain elevators; located on two trunk line railroads; very choicest corn land surrounding and ships more than 100,000 per annum. A big bargain. Act quick. Address Tri-State Elevator Co., Hicksville, Ohio.

SOUTHERN KANS. 10,000 bu. elevator on A. T. Ry. for sale at a bargain. One of the best towns and grain centers in So. Kans. Corn sheller, corn wheat cleaner, weigher, all in good condition. Address D. & K., Box 8, Grain Dealers Journal, Chicago, Ill.

NORTH DAKOTA. For sale, two grain elevators located in first class wheat belt on Gt. N. Ry. Co.'s line in No. Dak. Each 30,000 bu. capacity; nearly new; equipped with Fairbanks-Morse gas engines, dump and hopper scales, first class cleaner. Retiring from business account of health. Address Minn., Box 9, Grain Dealers Journal, Chicago, Ill.

CENTRAL N. DAK. 35 M. bus. elevator. The four elevators at this point handled in 1909, 596 M. bus. This point is good for from 450 to 600 M. bus. annually. It is one of the best grain points of the north west. There are no dead or idle elevators at this station. Will sell at cost and on easy terms to the right party. State in your first letter how much cash you can pay down. Address O. K., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR IN IOWA to trade for So. Dak. land. Address John, Box 4, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE at Haverhill, Iowa, doing good business. Good reason for selling. C. C. Holdgrafer.

ELEVATOR AT BENTON, KANSAS, for sale. Just completed. Only elevator in town. Address G. G. Wiechen, Gardenplain, Kansas.

FOR SALE, ELEVATOR at a good grain point within twenty-five miles of Wichita, Kansas, at a bargain. Address Elevator, Box 3, Grain Dealers Journal, Chicago.

CENTRAL ILL. Elevator, grain, live stock and seed business for sale in corn and oats belt in Central Ill. Address M., Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE TWO ELEVATORS, capacity 70,000 bu. Handle 350,000 bu. No competitor. Best location in Ill. Address J. W., Box 11, Grain Dealers Journal, Chicago, Ill.

WASHBURN, N. D. For sale or rent, 20,000 bu. capacity elevator, good condition, located at Washburn, N. D. Reason for selling, have too much other business. Address Paul S. Meyer, Washburn, N. Dak.

NORTH DAKOTA. Modern 30 M. elevator and coal business on Great Northern Road for sale. One of the best points in No. Dak. Good reason for selling. Address N. D., Box 6, Grain Dealers Journal, Chicago.

OWING TO POOR HEALTH will sell my elevator, feed mill and home in central Wisconsin. Take advantage of an opportunity to get a good business for \$4,000. Address Peter, Box 3, Grain Dealers Journal, Chicago.

WHO WANTS THE BEST ELEVATOR, grain, coal, feed and hay business in Southern Kansas? Good town; no competition. Close to Wichita. Other interests take my time. Address L. R., Box 9, Grain Dealers Journal, Chicago.

ELEVATOR AT SMITHFIELD, NEBR., on right of way on B. & N. R. R. for sale. 20,000 capacity. Has Fairbanks automatic weigher in the house and steel wagon scales. For further information address J. French, University Place, Nebr.

ELEVATOR FOR SALE. Elevator doing nice business, extensive hay trade, all office fixtures mostly new, two excellent warehouses, in fact, a thriving up to date business, ready to take at once and run successfully. Reason for selling, death of owner, C. L. Curless (Successor to Clutter & Long, established thirty-five years). Sell for \$6,500 cash. Appraised at \$6,200. If interested come at once and investigate. Mrs. C. L. Curless, Admr., No. 4 Wise Bldg., Lima, Ohio.

ILLINOIS. Two new modern elevators in corn belt of Ill., each 30,000 bu. capacity, do a business of 400,000 to 500,000 bu. yearly, on good margins, organized territory, no competition at either point. Do a nice implement business at both points. Good reason for selling; price \$25,000; make terms to suit; will sell either or both or half interest to right party. Further particulars address Rex., Box 10, Grain Dealers Journal, Chicago, Ill.

ILLINOIS. For sale, a line of three of the best elevators in Ill., on the C. & E. I. Have capacity of 50,000 each and additional storage; cribbed, all practically new. The plants are so located that the owner could live at one of the towns, and have an elevator on each side. No competition. Stations will handle 150,000 and 200,000 bus. per year. This is a fine country. Going out of business and will sell at a bargain. Price \$23,000; will sell on easy terms. Address M. A. Ruby, 531 Prairie Ave., Decatur, Ill.

ELEVATORS FOR SALE.

GRAIN ELEVATOR FOR SALE. Capacity 10,000 bushels. Easy pay. Address Lock Box C, Ottawa, Ohio.

S.W. MINN. Good cribbed elevator, capacity 18,000 in good town S. W. Minn. for sale. Address Box 594, Luverne, Minn.

IF YOU WANT to sell your business write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ill.

FOR SALE—A good line of elevators in North Dakota, South Dakota and Minnesota. For full particulars address M. O. R., Box 7, Grain Dealers Journal, Chicago.

WINFRED, S. D. For sale, a 25,000 bu. cribbed elevator at Winfred, S. D., on the Mil. Road, known as the D. C. Harrington elevator. Price \$5,000. For further information write Stair, Christensen & Timerman, Minneapolis, Minn.

NEW ILLINOIS ELEVATOR of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, care Grain Dealers Journal, Chicago.

MY 25,000 CAPACITY thoroughly equipped elevator on the C. & A. for sale. No better grain station in Illinois. Is worth \$6,500, but for quick sale will take \$5,000. Carry lumber stock which can go at invoice. Write me for full particulars and terms. B. H. Ryan, 717 E. Whitmer, Decatur, Ill.

ELEVATOR AND MILL for sale. 100-barrel mill in best spring wheat territory of the northwest, with 12,000 bu. elevator attached. Mill is in splendid condition; runs steady the year around and is a money maker. Town markets 750,000 bus. of grain yearly. Owners have made a competence and wish to retire. Address F. R. T., Box 8, Grain Dealers Journal, Chicago.

FOR SALE. In order to dissolve partnership, we offer for sale our grain, cotton and coal business consisting of four modern elevators and two well equipped, practically new cotton gins, coal sheds, etc. They can all be handled from central point, and all have large fine wheat, corn, oats and cotton territory in the best part of Oklahoma. These plants can be sold as a whole or separately. Address Pearson & Hayton, Marshall, Okla.

ELEVATOR BROKERS.

ELEVATORS FOR SALE all the time. Am sure I can please you. Write your wants in first letter. Address Jas. M. McGuire, Campus, Ill.

GRAIN ELEVATORS FOR SALE. I have a good line of grain elevators located on the different railroads in Nebraska and Northwestern Kansas and will be glad to quote price on any one or all of them, together with detailed statement. If interested, write me. J. W. Hiler, Elevator Broker, Sheldon Block, Lincoln, Nebr.

ELEVATORS FOR SALE. We have on our list of elevators for sale, plants that range in price from \$2,500 to \$12,000 and not a poor one on the entire list. We can show you investments in elevator properties that have earned from 15% to 75%. Good reasons for selling. Easy terms. Investigate. Write the Henry W. Carr Company, Saginaw, Mich.

Oklahoma Elevator Brokers SAPULPA, OKLAHOMA

Buy, build, sell and exchange
MILLS AND ELEVATORS

ELEVATORS WANTED.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago.

ELEVATOR WANTED in good grain section in North or So. Dak. Give size, condition, price, etc. John Z. Schmid, Huron, S. Dak.

ELEVATORS IN INDIANA wanted. Must be a good house in good large grain territory. No objection to live stock and coal for side line. Address Box 747, No. Manchester, Ind.

ELEVATOR WANTED handling 100,000 bus. or better. No objection to side line or one competitor. State terms. No trade. Address Henry, Box 11, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

FOR EXCHANGE—\$30,000 telephone system: five exchanges, for a line of two or three elevators doing good business or would consider good general store with elevator in connection. Address S. G. Sheller & Co., Dayton, Ohio.

MISSISSIPPI PLANTATION to exchange for elevator. Will exchange half interest or entire stock; will give good deal. Will rent for \$5.00 acre cash. In answer state amount grain handled, location and price. Address Charles, Box 11, Grain Dealers Journal, Chicago.

COLUMBIA FALLS offers the best location in western Montana for a grain elevator and storage warehouse. Situated on the main line of the Great Northern Railway at the junction of the Kalispell and Somers Branch. Between 200,000 and 300,000 bus. of grain raised annually within ten miles of town. Natural distributing point for merchandise shipped in car lots. Address Columbia Falls Board of Trade, Columbia Falls, Mont. Martin Conlin, Secretary.

BUILDING MATERIAL.

FOR SALE CHEAP, 3 million ft. 2x6, 2x8 W. P. cribbing, long timbers, corrugated iron; also 21 Fairbanks-Morse scales. Ruel & Carr, Wreckers, Toledo & Wabash Elevator No. 5, Foot Courtland Ave., Toledo, Ohio.

MILLS FOR SALE.

75 BARREL MILL in Big Horn country, together with about 20 acres of irrigated land for sale. Equipment of mill new in every particular. Water power that is unfailing. Splendid opening for practical miller. Address J. S. E., Box 11, Grain Dealers Journal, Chicago, Ill.

\$6,000. GRIST MILL, electric and steam power; capable manager; net profits from April 12, 1909, to Feb. 1, \$1,700; terms, including residence, \$4,000 cash, balance on mortgage. L. G. Tinkelpaugh, P. O. Box 53, Point Edward, Ont., Can.

FLOURING MILL FOR SALE, 75 bbl. capacity with elevator attached, 8,000 bu. capacity. Two good lots on R. R. Everything in first class condition. Will take western land for part payment. Address J. V. DeLong, Merrill, Mich.

TEXAS. For sale, new milling plant on main line of Santa Fe in best soft wheat section of Tex. Fine wheat crop made for the coming years run. Capacity 150 bbls. flour, 60,000 lbs. corn products in 24 hours run. Shortage capacity 50,000 bus. Will pay any one interested to investigate. For details address D. W. Ingersoll, Clifton, Tex.

THE GUTHRIE MILL & ELEVATOR CO. of Guthrie, Okla., offers for sale a complete milling plant with a capacity of 600 bbl. of flour per day, in the city of Guthrie, a city of 20,000 inhabitants, on three trunk lines of railroad and several small lines. The plant has two elevators and is in excellent running condition. Parties interested should address Mr. P. A. McNeal, Secy. Guthrie, Okla.

ROCHESTER, MO. A money maker water power flouring mill for sale or exchange for farm. On account of poor health, I offer for sale my flouring mill and water power at Rochester, Andrew Co., Mo. This is one of the best, safest and largest water power in the state of Mo. Mill has 6 double stands of rolls for grinding wheat and flour, 1 Barnard Leas plan sifter, 6 round reels, George T. Smith's purifiers, Barnard Leas separator, wheat scourers and polishers, flour packer, home made bleacher, Beall wheat steamer and heater, large power corn sheller and burrs for corn and chop feed. All in operation and driven with James Leffel water wheels and 500 surplus h.p., water power. Extra location for custom exchange work; best grain country in the west; fine climate and healthy country; plenty of fruit. Give full description, price and location of farm in first letter. For further information write C. L. Hyler, Rochester, Mo., or come and see for yourself.

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

BUSINESS OPPORTUNITIES.

PEORIA BOARD TRADE MEMBERSHIP for sale. Address Membership, Box 11, Grain Dealers Journal, Chicago.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

WANTED—A practical man to buy an interest in an elevator and act as manager. Address H. B. W., Box 11, Grain Dealers Journal, Chicago, Ill.

\$10,000 STOCK FOR SALE. One half interest in new up to date, thoroughly equipped corn and oat plant, at Madill, Okla. Address D. W. Ingersoll, Clifton, Texas.

EASTERN ILL.—For sale, or will exchange for good land, the exclusive grain, coal, lumber and bank business in small town in Eastern Ill. A money maker. Address H. A. R., Box 5, Grain Dealers Journal, Chicago.

WE OFFER a competent grain man who has \$5,000 to \$10,000 to invest, one-fourth or one-third interest and a good position and salary in a line of 8 elevators, and a commission business, showing a handsome profit annually. Address W. J. H., Box 11, Grain Dealers Journal, Chicago, Ill.

I WANT TO SELL HALF INTEREST in my grain, coal and lumber business to some good business man who can take charge and look after it. I want to retire and will sell ½ interest to a man that can furnish the right kind of references. It will take about \$6,000 or \$7,000 to buy ½ interest. Will carry \$2,000 with good security. If you want a good money making business write me and I will explain or show just what I have done. Address S. W., Box 10, Grain Dealers Journal, Chicago, Ill.

BOOKS FOR SALE.

SEND FOR FREE TRIAL. We want to send every grain elevator office our new book the "American Grain Computer" for free inspection and trial. At a glance it gives you the weights and price on wheat, shelled corn, ear corn, oats, barley, rye, flax seed and potatoes. It gives the weights from 5 pounds to the carload, and the price on all fractions from 1/16 to 1c. This book is a great time-saver and avoids the possibility of a mistake. It contains 152 pages, bound in leather \$5.00, in cloth \$3.50. It will be mailed postage prepaid. Write today for free examination. American Co-operative Journal, 261 La Salle St., Chicago.

INFORMATION.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED of Chickasaw Grain Co., Inc., Chickasha, Okla., or the name and address of any one connected with the company. Address Darko, Box 11, Grain Dealers Journal, Chicago.

ADDRESS WANTED of Terminal Grain Co., Houston, Texas., with which O. G. Schwartz has been identified. For a time at least it had an office at No. 12 Beatty Bldg. and claimed to have an elevator and storage plant at 509 Girard St. Any information regarding its present whereabouts will be appreciated by one having mail intended for them. Address Gus, Box 11, Grain Dealers Journal, Chicago.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

SITUATIONS WANTED.

POSITION WANTED as grain buyer or to handle elevator. Ten years' experience. Address Alex, Box 11, Grain Dealers Journal, Chicago.

FIRST CLASS ELEVATOR MAN wants position as supt. of elevator. Can furnish best of references. Address R. M. C., Box 10, Grain Dealers Journal, Chicago.

MANAGER OF COUNTRY ELEVATOR wants position. Experienced and capable man. Married and can give best of references. Address Box 682, Canby, Minn.

WANTED POSITION by married man as grain buyer or to handle elevator. Five years' experience. Address C. V. F., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by practical and experienced grain bookkeeper. Domestic or foreign. Exceptional references. Address W. H. C., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer or to handle elevator. Ten years' experience in flour, feed and grain. Dakota preferred. Address F. W. M., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by an experienced grain man who has had 20 years' experience in the grain, live stock, coal and seed business. Address E. C., Box 11, Grain Dealers Journal, Chicago.

GRAIN BUYER wants position. 3 years experience. Best of references. Age 29, single. Can use German language. Address T. O. N., Box 8, Grain Dealers Journal, Chicago, Ill.

MANAGER OF COUNTRY ELEVATOR wants position. Young man of good judgment and two years' experience. Best of references. Address Worker, Box 3, Grain Dealers Journal, Chicago.

POSITION WANTED as manager or second man in elevator. Three years' experience. Have a good commercial education and can keep books. Best of reference. Address John Potgeter, Steamboat Rock, Ia.

POSITION AS MANAGER of a good Farmers Elevator in the Dakotas wanted by a competent grain buyer of long experience. Good accountant. Best references. Address A. F., Box 10, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN MAN wants position as manager with good firm. Five years' experience buying and selling Kan. wheat. 27 years old, married, highest references. Address Kansas, Box 9, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as bookkeeper in elevator. Thoroughly familiar with the business. Have just finished a course in the Indianapolis Business University and can keep single or double entry books. Good reference. Address A. J. McFadden, 544 N. Ill. St., Indianapolis, Ind.

WANTED by competent young man to learn legitimate grain business, buying and selling. Reliable, tactful; 5 years' experience in general office work. All references including present employer. Address Energetic, Box 11, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN BUYER and salesman wants position as manager of Farmers Elevator Co., doing a good business, or as solicitor for a commission firm or superintendent for a line elevator company. Have had over 25 years experience. Best of references. Address H. C. H., Box 10, Grain Dealers Journal, Chicago, Ill.

TWO YOUNG MEN want position with some good elevator company or milling company to buy grain. Have had 15 years' experience with all kinds of grain. We are both 35 years of age and can go anywhere. Parties in need of two good grain men can secure same by writing us. State salary you can pay in first letter. Best of reference furnished. Can come at once. Address Berry & Bibb, Pedlar Mills, Va.

HELP WANTED.

WANTED ELEVATOR MAN who has had some experience in lumber. Address Iowa, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED EXPERIENCED MAN as employee or associate in hay business, with or without capital. Address R. E. Smith, Sherman, Texas.

FOREMAN OF ELEVATOR wanted by July 1. One who is familiar with gas engines and machinery of all kinds. Married man preferred. Address N. K. W., Box 11, Grain Dealers Journal, Chicago.

WANT A FIRST CLASS MAN with \$5,000 as manager for flour mill. Good salary and dividends for right party. Carlisle & Malsch, 747 Ellicott Square, Buffalo, N. Y.

WANT a good competent grain man that has had experience keeping books and a stenographer. Good wages offered. Address M. J. H., Box 11, Grain Dealers Journal, Chicago, Ill.

OFFER several good experienced grain men that would take a substantial interest in the business and manage a country station, a rare chance and a yearly position and good wages. Address G. W. G., Box 11, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED—A BUSINESS MANAGER with some capital, for the best mill and elevator in Central Indiana. Made 40% in the past year. Good salary but must have first class reference. Address Field, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED GOOD ELEVATOR MAN. Must be good judge grain and thoroughly experienced with gasoline engines, especially the Olds, read and write English, sober and not afraid of work. Good salary to right man. Married man preferred. Address Texas-Oklahoma Grain Co., Box 608, Vernon, Texas.

WANTED—COMPETENT MAN of good habits to act as buyer and one who is competent and experienced to take sole charge if necessary of the buying, selling, collecting and keeping the books of a wholesale and retail grain and seed business. Would like some one to take a stock interest in the business; \$25,000 Stock Co. Want a judge of grain and seeds and man good with machinery and able to meet strong competition in buying. For particulars address W. S. D., Box 9, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

WANTED PARTNER, silent or active, in well established grain business in Wichita. Splendid opportunity as business or investment. Address W., 404 E. Dewey Ave., Wichita, Kans.

PARTNER WANTED for third or half interest in six first class grain elevators located in Southwestern Minnesota. First class plants and good business. Address C. O. F., Box 8, Grain Dealers Journal, Chicago.

POULTRY FOR SALE.

RHODE ISLAND REDS—The great utility fowl. Eggs for hatching from prize-winning stock for sale. Grove Poultry Yards, Downers Grove, Ill.

SEEDS FOR SALE.

BUCKWHEAT SEED for sale. Either car or local lots. Write for prices. Williams Bros., North Adams, Mich.

KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, recleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, St. Louis, Mo.

SEEDS WANTED.

YOU CAN EASILY find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad Dept., Grain Dealers Journal for particulars.

MISCELLANEOUS FOR SALE

DUST PROTECTORS, \$1.00, made of rubber, with automatic valve; slightly used typewriters \$10.00 to \$35.00; typewriter covers 50 cents. Jacob G. Meier, Russell, Kansas.

MISCELLANEOUS WANTED.

FOUND—One bunch of keys with Grain Dealers Journal key-tag in mail box at Charleroi, Pa. Owner can have same by identifying property and sending postage for forwarding.

AUTOMOBILE SUPPLIES.

CLINCHER AUTO CASES AND TUBES. Case 28x3, \$10.50; tube \$3. 30x3, \$11.50; tube \$3.25. 30x3½, \$15; tube \$3.75. 30x4, \$17.50; tube \$5. 32x3½, \$15.50; tube \$4. 32x4, \$19; tube \$5.50. 34x4, \$21; tube \$6. Single tube tires, 5 & 8 lugs, 26x2½, \$9. 28x2½, \$10. 28x3, \$12. My tires are all fresh from the factories, price at which the clincher cases are sold at, makers buffed off names. On receipt of 10% of the amount of order I ship and allow examination. W. Vanderpool, Jamestown, Ohio.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

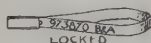
ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

"ARAB" HORSE FEED

A PERFECT BALANCED RATION

M. C. PETERS MILL CO.
Alfalfa Queen Mills, OMAHA, NEB.

SNAP IT ON—Requires no sealing iron or other tools; simple, yet effective.



We number as desired.
Order now for your season's supply.

AUTOMATIC SEAL CO., DETROIT, MICH.

RORER MILL & ELEVATOR CO. INCORPORATED ALFALFA MILLERS

Kerno Falfa
A Pure Meal

Cerro Falfa
Mixed Feed

Shawnee, - - - - - Okla.

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

GRAIN FOR SALE.

CORN AND OATS in full or split cars. Also hay and straw. Ask for prices delivered your station. The Garman Grain Co., Delphos, Ohio.

WHEAT, CORN, OATS AND Kaffir corn for sale. Delivered prices made on request to any points in the U. S. Stevens-Scott Grain Co., Wichita, Kans.

BID US for Texas Red Rust proof oats. Shipments from June 1st to October next. New oats, good goods, car lots only. Everett Grain Co., Belton, Texas.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

BAGS FOR SALE.

FOR SALE—We offer a good lot of second hand 16 oz. cotton seamless bags that have been used for wheat, but have been repaired and are in good condition, at 14c each, f. o. b. St. Louis; terms, net cash, if unsold. Fulton Bag & Cotton Mills, Dept. A, St. Louis, Mo.

THE ALBERT DICKINSON CO.

Clovers

Timothy

Flaxseed

Bromus inermis

Dwarf Essex Rape Seed

Main Office, CHICAGO, ILL.

SEEDS

Blue Grass

Orchard Grass

Millet, Hungarian

Redtop, Seed Corn

Peas, Beans, Bags, etc.

MINNEAPOLIS, MINN.

WE BUY PURE SOFT WINTER WHEAT

CHOICE WHITE CORN (either ear or shelled)

Cincinnati official weights and grades final.

PERIN BROS.,

Millers

Cincinnati, Ohio

Genuine Texas Red Rust Proof Seed Oats

Selected and Recleaned. Even weight printed bags.
Car lots only.

TERMINAL GRAIN COMPANY

Fort Worth, Texas

WE PAY CASH FOR FIELD SEEDS.

Kaffir Corn, Milo Maize, Sunflower Seed

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

EDWARDS & LOOMIS CO., 342-352 No. Elizabeth St., Chicago, Ill.

MILLET FOR SALE

For Seed or Poultry Use

Broom Corn, Early Fortune, Siberian, Black Japanese Panicle, and Ordinary Japanese Millet.

Write for samples and prices.

MINNEAPOLIS SEED COMPANY

MINNEAPOLIS, MINN.

Don't Read at Random

Read This Course

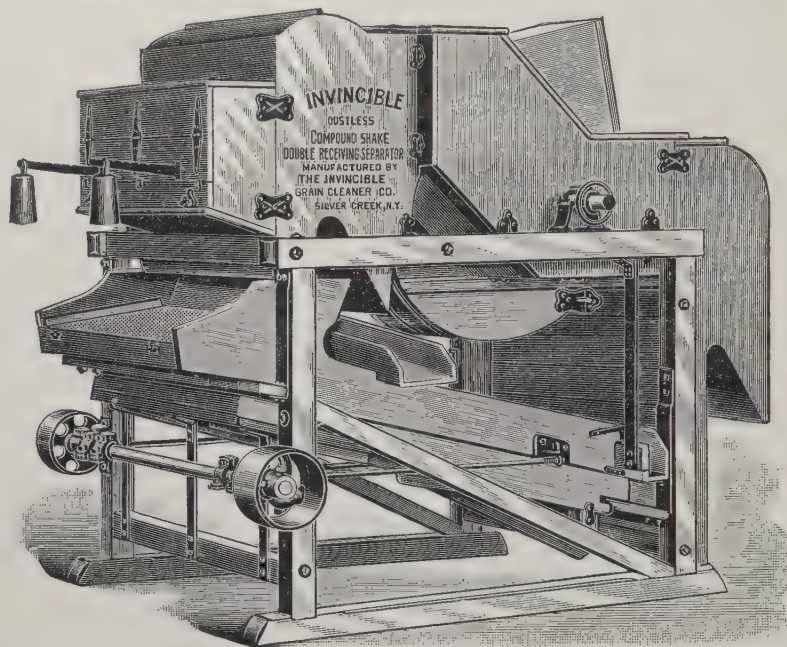
THE GREEK VIEW OF LIFE, G. Lowes Dickinson, Cambridge.....	\$1.00
SOCIAL LIFE AT ROME, William Warde Fowler, Oxford.....	2.00
THE HOMERIC STORIES, (Iliad Odyssey, translated, illustrated).....	1.25
THE FRIENDLY STARS, Martha Evans Martin.....	1.25
THE CHAUTAUQUAN Magazine (Monthly—Illustrated. Membership included) Containing, "Woman in the Progress of Civilization" (George Willis Cooke), "A Reading Journey Through Egypt" (Prof. James Henry Breasted) "Historic Types of Architecture" (Prof. Lewis Frederic Pilcher), and much additional material for voluntary reading.....	2.00
Total.....	\$7.50
All four books and the Magazine to one address.....	\$5.00
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IF YOU WANT

regular country shippers to become familiar with your firm name, place your "ad" here.

Something Every Elevator Needs



It is a well known fact that clean grain will keep better than dirty.

Dirt also lowers the quality at the terminal market.

Hence all Elevator men when receiving grain from various growers should run it through an

Invincible Dustless Compound Shakeless Receiving Separator

Following this suggestion will mean money to you. You will thereby not only avoid loss by heating, but will also raise the grade and get a better price.

We cannot fully describe here the various sizes and kinds of machines which we make as we build them to suit every need.

Write us and we will gladly send you full information free.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

Represented by J. H. PANK, 512 Traders Building, Chicago, Ill., Phone Harrison 667.

C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind.

C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.

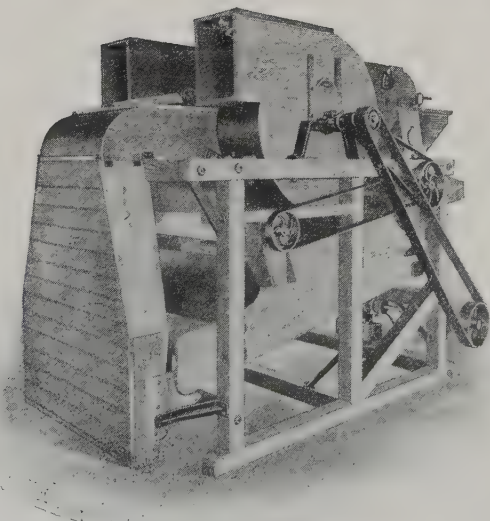
F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo.

N. W. Representatives: STRONG-SCOTT MFG. CO. Minneapolis, Minn.

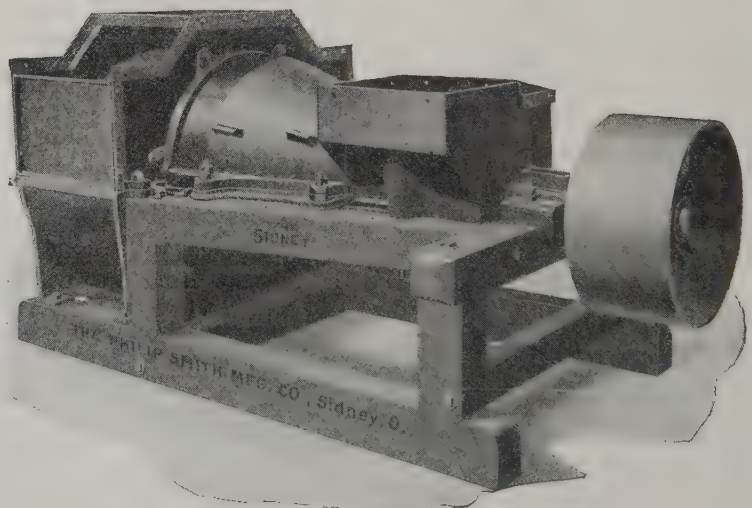
FRANK E. KINGSBURY, Terminal Hotel, St Louis, Mo.

CHAS. H. STERLING, Jefferson House, Toledo, Ohio

THE SIDNEY LINE



The Sidney Oscillating Corn and Grain Cleaner



The Sidney Sheller and Boot Combined. Showing Side Feed Hopper

Made Just a Little Better Than is Necessary

But "Nothing is Too Good for the Elevator Man"

THE PHILIP SMITH MFG. CO., Sidney, Ohio

A Complete Stock Carried at Enterprise, Kan.

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,
Manager.

Subscription Rates

To United States, Canada and Mexico one year \$1.50; two years \$2.50.
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JUNE 10, 1910.

MANY OLD elevators are being displaced by new up-to-date plants which will bring joy to their operators.

DO NOT load corn into a car on a damp day if it is going far or you are anxious to have it arrive at destination in prime condition.

FREIGHT RATES will hardly be advanced before we have a new law forbidding advances until fully justified before the I. C. Commission.

CARBON or letter-press copies of important communications are often of great value to senders. It is almost impossible to verify claims in some controversies without documentary evidence.

LEAKING cars may never be detected unless you report them when you see them scattering grain along the track. Other dealers have reported on your cars, will you do as much for them?

IF THE spirit of fair dealing is to be upheld by the rules of the grain exchanges and the trade associations the deposit of margins must be required on sales of cash grain for deferred shipment. Otherwise weak buyers and sellers will be tempted to speculate with their credit to the great loss of dealers who have some money. Three exchanges already have adopted such a rule.

BURNING an elevator, to cover a steal of several thousand bushels of grain extracted during the absence of the manager, is a new hazard the insurance companies recently encountered at Kenmare, N. D.

SHIPPERS who order a small car and are given a large one must expect to pay freight on the minimum capacity of the car used, unless they induce station agent to note on the B/L that small car was ordered.

FEW RAILROADS now fail to provide grain doors for grain shippers or make compensation for doors supplied by shipper. If any carrier now neglects or refuses to do so, we will be pleased to know the name.

OWNERS of grain elevators having shingle roofs must not overlook the fact that the increased cost of insurance on building and contents makes it cheaper for them to displace the shingles by fire-proof roofing.

ILLINOIS crop reports will be improved if the secretary of the State Board of Agriculture is able to carry out reforms now planned. The wide variation between the crop reports of the U. S. Dept. of Agri. and the state bureaus has a tendency to discredit all reports.

IMPOSSIBLE as it may seem to lake grain shippers, the Western Elevating Ass'n has actually reduced the charge for elevation and ten days' storage at Buffalo to one-fourth cent. This is the legal rate for transferring grain in New York and should help to keep down the cost of sending export grain via Buffalo.

UNGUARDED machinery is very expensive especially in case of an accident as the average jury can be depended upon to give the employee damages whether employer was to blame or not. As is reported in our Minnesota news column, another elevator company has been called upon to pay for a life that was ruthlessly sacrificed to the machinery hazard. An ounce of protection whether provided by the employee or the employer is always worth ten tons of damages.

TEXAS DEALERS have finally recognized in the efforts of the politicians to secure the establishment of a federal grain inspection department a desire for a long trough to feed the hungry horde and refused to endorse the move. If ever the federal government gets control of the grain inspection in this country, the grain dealers will learn that they have no rights which an inspector is bound to consider, and few dealers in the course of a natural life time would be able to secure any reasonable change in a rule. Whenever a government attempts to serve in any capacity it fails of its mission, and the public is poorly served.

THE WESTERN Union Telegraph Company has actually been indicted by a federal grand jury at Washington charging it with forty-two violations of the bucketshop law of Mar. 1, 1909. A few heavy fines will permanently check this first aid to the wicked and go far toward exterminating gambling shops of this character.

CONSIDERABLE grain remains in country elevators and farmers' hands, but fortunately for the grain dealer, most of it is still owned by the grower, and the grain owned by the dealers hedged. Many of the insurance companies carrying grain insurance in country elevators report more of this class of insurance than for several years at this time.

INDEMNITIES, the successors of "ups and downs" and "puts and calls," met with a discouraging setback this week at the hands of Judge Mack of the Chicago Appellate Court, who held that money lost in such operations could not be recovered at law. The opinion is gaining strength that it behooves the grain exchanges to abolish this form of trading and thereby raise their standing with the public.

DELAYED re-inspections in any market must always work a hardship to the outside dealer, who is not on the ground to hurry up the re-inspection. Most markets now require re-inspection to be made within twenty-four hours unless the car is loaded too full for inspection, so the shipper is relieved of the necessity of guaranteeing the grade of his grain indefinitely. Corn, especially, is subject to rapid changes and if the shipper stands for deterioration up to the time of inspection he has performed his full duty.

SEVERAL SUITS reported in our news columns this number give much encouragement to the country grain dealer who contracts to buy the farmer's grain at a certain price and is deprived of it by a rising market and the dishonesty of the seller. Farmers can not be expected to abide by their contracts when they can sell the grain elsewhere for more money, unless the buyers insist upon it. Written contracts protect both parties from vacillating markets and prevent misunderstandings.

DOCKING RECEIPTS for future shrinkage is not practiced by country elevator men and should not be tolerated by them. If the terminal elevator men are not charging enough for handling grain thru their houses to cover actual shrinkage in handling, then they should increase the fee and thus place the burden of shrinkage upon the owner of the grain instead of attempting to place it upon the man who owned it previously. The practice is contrary to reason and justice—an unfair extortion which no shipper can be expected to stand for without considerable irritation.

MANY SHIPPERS who suffered heavy losses the past winter by reason of delay of railroad companies in transporting their grain are now preparing their papers to prove the loss preparatory to attempting the collection of damages from carrier. Some of the railroads have already paid damages to shippers whose grain was delayed and delivered on a down market and many settlements have been made for deterioration due to long confinement in box car. Payment of claims cannot be expected, however, unless all vouchers relating to shipment and full proof of loss are promptly filed.

CONCRETE foundations are far superior to any other for wagon scales and when once properly installed they will last forever. Progressive scale manufacturers are now supplying steel scale frames which can be set on the ledge of concrete foundation and thus kept level and in perfect weighing condition with little trouble. The concrete pit, if kept clean, will be much dryer, especially if small vents are provided so as to permit of air currents passing thru it. By keeping pit well drained and ventilated, the knife edges and wearing parts of the scale will last much longer and the scale will give better service.

GRAIN SHIPPERS who have suffered loss by reason of carriers perversely routing grain by the most expensive route will be pleased to learn that the I. C. Commission holds the railroad company so routing freight without specific instruction is responsible for it and must accept the resulting liability for any increased charges that may follow a mistake in selecting the wrong route. In the past railroad companies have not only ignored the interests of the shippers but also their instructions and often have shippers complained of being forced to ship to a favored market when another offered a higher price, tho a shorter haul for the railroad company. The promised change will prove most welcome to many sufferers.

DELAY in delivering samples and grades to the Chicago Board of Trade sample tables helps to delay the sale of the grain and to increase the demurrage charges. Grain delayed even a day on a falling market often will cause a heavy loss to the shipper. Commissioner Berry in his Decatur speech blames the railroads for scattering the cars of grain so they could be found only after much searching, but held out the hope that each railroad would soon assemble these cars on one track and thereby facilitate the sampling of all grain, insure prompt grading and enable receivers to make many sales one day earlier. Shippers who take any exception to such improvement should immediately write the Commission at Springfield.

SCALE INSPECTIONS by political experts have never proved of much value, and recent disclosures of the work of South Dakota's State Scale Inspector are anything but a testimonial to the value of that gentleman's O. K. It seems that he carries a little weight around with him, probably as a watch charm, sweeps off the platforms of wagon scales and ties a tag on the scale for so much a tag. The more tags he ties, the more fees he gets. If the scale happens to be out of order, it is not his fault. What he is after is fees. As in all other cases, the politician is acting for his own interest and without any consideration of the service he is expected to render the public.

FORGED Bs/L have brought heavy losses and disagreeable surprises to many firms in the Eastern grain trade. The banks which are heavy holders of Durant & Elmore paper seem to think they can hold the railroads for the value represented by the fraudulent Bs/L, and it is to be hoped they succeed. The banks and the grain dealers of the country have been trying for years to induce the railroad companies to throw such a protection around their Bs/L as will relieve banks and receivers of the hazard of being imposed upon by fraudulent bills. The laxity with which these forms are now issued to Tom, Dick and Harry without restriction as to number, of itself invites crime and trouble for all concerned. The railroads would not think of permitting anyone to have one of their blank passenger tickets, even though it provided for transportation only to the next station, but when it comes to Bs/L for cars, representing thousands of dollars, then anyone can get all he can carry away, and if desired, he can stamp the signature of the local station agent to every one of them.

Telgraf Co. Indicted for Aiding Bucket-Shops.

The Western Union Telegraf Co. was indicted by the federal grand jury at Washington to-day for forty-two violations of the bucket-shop law.

On various dates named it is charged that the company with intent to aid Edward Altemus, Louis Cella, Angelo Cella, Samuel Adler, C. A. Tillis, Henry C. Stumpf, Wm. C. Fox, Robert Hall, Samuel Raymond, Oscar J. Raphael, E. M. Browning, Henry R. Durfee, and Chas. Alley, who are said to be interested in or agents of the Standard Stock & Grain Dealers of Jersey City, in making and offering to make divers contracts prohibited by the bucket-shop act of March 1, 1909, "did unlawfully communicate to said keepers of said bucket-shops, by means of a telegraf wire and in instrument known as a ticker, a large number—to-wit, 1,000 quotations and prices of divers securities."

MOISTURE IN CORN.

The corn grown in Ohio, Indiana, Iowa, Illinois and Nebraska and states farther north during 1909 will always bring sad memories to handlers. Much of it contained so much moisture it could not be sent far from home without heating and some of the corn absorbed moisture and heated even tho kiln-dried the second and third time. In some sections the corn did not seem to have matured sufficiently to have permitted safe handling.

It was a bad crop for the shipper and the mixer, but the man with the drier and the willingness to reduce the moisture to a safe percentage was able to ship corn any distance without deterioration. It was a very unusual crop, in that many shipments of corn in which the moisture was reduced to as low a percent as thirteen got hot and deteriorated rapidly when loaded on a rainy day or sent to a southern clime.

It was but natural that shippers and inspectors in all parts of the country should be credited with more dishonesty than they were previously suspected of having, because even they did not think it possible for corn to retrograde so rapidly after it had once been dried. It was a season of surprises, disappointments and sore irritation, one which has left many scars, and, sad to relate, many sufferers are still at a loss to account for the real cause of their trouble.

Southern grown corn is always thoroly cured in the field, but the northern corn went from its ripening period into six weeks of rain, followed in many sections by heavy snows.

While it is not likely that the trade will soon have another crop just like the 1909 corn to handle, still it is well to bear in mind that little of the trouble was due to dishonesty or trickery.

DEMAND FOR HIGHER RATES ABANDONED.

The nerve of the railroad companies which had decided to raid the shippers of the land thru heavy increases in freight rates, has deserted them. Prompt action of the shippers induced the federal government to enjoin the greed of the carriers, who being fully aware of the weakness of their case did not have the heart to claim their day in court, so the threatened advance in freight rates has been declared off.

The principal use to which the railroads have been put by their owners in recent years is to assist them in their stock gambling operations. Thru the rapid fluctuations in the market prices of different stocks the thimble-riggers have been able to manipulate the markets to their own financial benefit; and, what is quite remarkable, good dividends have been paid on the stock and the water thru all the panicky times, notwithstanding the rolling stock and road bed of many roads were not in condition to enable them to render reasonable service.

During the past winter and spring the grain business in this country has been sorely crippled. Grain has been delayed in transit until many cars were relieved of their burden, only by the use of pick axes. In spite of this fact, the railroad companies not only insisted on charging the shipper for the freight, but refused to pay him for the loss of his grain.

Every market bears ample witness to heavy losses by nearly every firm, due almost entirely to poor railroad service, and, combined with the poor keeping qualities of last year's corn, the poor

service has resulted in the financial ruin of many firms. In its trail, we find suicides and bankrupts.

The profits of many shippers on grain, which did arrive in marketable condition, have been absorbed by the interest charges on the money advanced. The railroad companies are in no position even to suggest an increased charge for the rotten service they have given the grain trade.

Durant & Elmore a B/L Fraud.

Gibson Oliver began as office boy in the old firm of Durant & Elmore at Albany, N. Y., many years ago and by his assiduous attention to business and demonstrated ability gained the implicit confidence of Edward A. Durant, who in late years left the management of the company's large business to Oliver, who was promoted to the official position of treasurer, with a salary of \$6,000 a year.

The depositing of Bs/L with the banks as collateral had long been a part of the duties of Miss Lilian Bulger, employed in the office as a stenographer. A typewriter similar to those used in the railroad office was used to alter Bs/L. Changes in dates were made to correspond to the other part of the writing. Others were changed with pencil and the careless stamping over of these dates with prior dates indicates that a change must have been made before the railroad stamp was affixed. It is reported that Miss Bulger made the alterations at the direction of Mr. Oliver.

Feb. 1 a new department was started in the Delaware & Hudson freight office, known as the transit grain department and all of the Durant & Elmore bills went thru this department before turning up at the banks. A friend of Oliver, Henry C. Palmer, was employed in the railroad office as general freight agent until his discharge about Mar. 15, the reason for his leaving being alleged favoritism to the Durant & Elmore Co. in the handling of cars.

John J. Gallogly, a clerk in the employ of the Durant & Elmore Co., was the first to discover that dates were being altered on numerous Bs/L; and, his father being cashier of the First National Bank, he looked over the bills held by the bank, the result being exposure of Oliver's frauds.

It is said that cars of grain and feed shipped from Chicago were reshipped and new bills made out without taking up the old bills. It is alleged that Mr. Oliver retained these old bills and used them as collateral for loans amounting to hundreds of thousands of dollars. The National Commercial Bank has 332 of such bills and the First National Bank 117, which have been held since Feb. 1. The paper held by the First National amounts to \$77,300. The banks are winding up the business of the Durant & Elmore Co. and it is said they will attempt to hold the railroad company for failure to cancel Bs/L.

Oliver and Palmer were held to the grand jury June 2, the first on the charge of having obtained \$22,000 on three fraudulent Bs/L, and the latter on charges growing out of the alleged manipulation of Bs/L.

Gibson Oliver was born in Albany in 1873, was graduated from the Albany Academy in 1887 and entered the employ of Durant & Elmore in 1888. He was married in 1904 to Miss Laura Walsh; and was a member of five local clubs. Edwin W. Elmore of Chicago has been away from active connection with the Albany office for 15 years.

Texas Convention Notes.

[Continued from Page 802.]

The number of millers admitted to membership was noticeable, but inasmuch as the millers have no organization of their own, it would seem that more of them would join with the grain dealers in striving to improve trade conditions in the Lone Star state.

The meeting hall was very conveniently located, but not well suited to convention purposes. The noise, the dust, the blasting under the ground, the chuck, chuck, and the hunk, hunk of the three million automobiles made it difficult for speakers to make themselves heard.

The following were elected members during the annual meeting: C. F. Witherspoon & Sons, Denton; Waco Mill & Elevator Co., Waco; Pilot Point Roller Mills, Pilot Point; R. Lupton, San Antonio; Terrell Milling Co., Terrell; Dallas Elevator Co., Dallas; Farmers' Mill, McGregor; The Guenther Milling Co., San Antonio; Coleman Mill & Elevator Co., Coleman; J. H. Niendorf & Co., Dallas; Tom F. Connally, Clarendon; J. J. Powell, Corsicana; Smith Bro.'s Grain Co., Fort Worth; Farmers' Elevator Co., Elctr.

Friday afternoon, promptly at 2 o'clock, the visiting dealers and the Fort Worth hosts boarded a train of electric cars and were quickly conveyed to Hanley on the shores of Lake Erie, where a delectable barbecue had been prepared for 225 hungry grain dealers. Preceding the serving of the hot sweetmeat, the visitors assembled under the shady trees and were entertained by several speakers, one of whom, Alfalfa Smith, took the crowd into his confidence and admitted that he had been driven into the alfalfa business because they had "rocked the cradle twelve times at his house." After refreshments had been disposed of, the visitors lingered about the grounds and spent a very pleasant afternoon.

Among the Texas dealers present were J. L. Blackburn, Whitewright; J. L. Bussey, Seymour; S. A. Blewett, Krum; F. J. Becker, Galveston; E. H. Crenshaw, Hillsboro; L. F. Cobb, Plainview; R. O. Chapman, Sherman; A. B. Crouch, Temple; R. L. Cole, Krum; A. E. Childress, Temple; J. T. Chambers, Sanger; E. W. Crouch, McGregor; R. W. Dillard, Midlothian; J. E. Davis, Milford; C. P. Dorsey, Rockwall; F. P. Duncan, J. A. Davis, Aubrey; S. H. Dixon, Marshall; F. M. Duncan, Killeen; J. T. Dillard, Godfrey; W. R. Fields, Prosper; C. F. Gribble, Sherman; E. R. Guenther, San Antonio; O. B. Gooch, Navasota; J. G. Goodwin, S. W. Gladney, Wolf City; J. A. Hughes, Howe; J. C. Hunt, Wichita Falls; S. A. Howard, Mineral Wells; E. E. Hunter, Cleburne; A. P. Hughston, Plano; D. W. Ingersoll, Clifton; J. G. Jones, Wichita Falls; J. W. Jockusch, Galveston; G. G. Kemp, Elctr.; J. Z. Keel and H. B. Keel, Gainesville; N. H. Kuth, Waxahatchie; R. L. Lupton, San Antonio; J. Lawrence, Bartlett; W. L. Lilly, Abilene; C. W. Meyer, Belton; R. L. Mims, Carmen; R. G. Mixon, Clifton; C. E. Malone, Whitewright; D. S. McMillin, Whitewright; J. W. Malone, Decatur; T. P. McEnnis, Weatherford; J. H. Niendorf, Dallas; W. L. Pitts, Marshall; J. J. Powell, Corsicana; R. L. Polk, Killeen; E. W. Rollow, Dallas; G. Roberts, Coleman; L. W. Renshaw, Rhome; T. A. Robbeke, McGregor; J. M. Smith, Nevada; C. P. Shearn, Houston; S. A. Shaw, Childress; G. B. R. Smith, Sherman; B. Strache, Itasca; W. Turnipseed, Grapevine; W. Upchurch, Pilot Point; V. F. Wieser, Hico; J. C. Whaley, Gainesville; C. A. Waller, Weatherford; C. F. Witherspoon, Denton; J. H. Wilson, Justin; J. B. Wiley, Sanger; J. D. Yokle, Sherman.

Many farmers overstaid the market, and some who have been holding wheat for \$1.25 or better are now bringing it in over cross roads and selling it at \$1.00 or less.—Kenton D. Keilholtz.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

P. R. R. 54223, eastbound leaking oats very bad from hole in floor on June 11 at Wolcott, Ind.—Wilkinson & Co.

U. P. 67893 passed thru Foley sta., David City p. o., Neb., May 30, east bound, leaking corn thru hole in bottom of car. Nailed board on and stopped leak. Car was from Shelby, Neb.—Walter Rabb, agt. Nebraska Eltr. Co.

Wabash 66524 passed thru Milmine, Ill., going west, May 25, leaking white corn at side of car. Train did not stop long enough for me to repair.—Willis Samuel.

U. P. 65105 passed thru Beverly, Kan., May 25, leaking wheat quite badly at one end, Lincoln Center seal. Brakeman stuffed with gunny sack here.—M. Chamberlain.

C. & A. 15540 passed thru Dwight, Ill., May 21, leaking yellow corn at side of car.—E. H. Young, Streator, Ill.

N. & W. 62692, leaking wheat at side, passed thru Clarks Hill, Ind., May 18, going west.—Ura Seeger, The Mollett Grain Co.

S. P. 82344 passed thru Foley sta., David City p. o., Neb., May 20, east bound, leaking corn at side door. Stuffed the hole with waste and stopped leak. Car was shipped from Shelby, Neb.—Walter Rabb, agt. Nebraska Eltr. Co.

G. N. 40824 passed thru Campbell, Minn., May 16, leaking very badly at hopper door in floor.—M. C. Green, agt. Osborne-McMillan Eltr. Co.

S. P. 86013 was set out at Russell, Kan., Sunday, May 15, leaking wheat at side near door. It had a seal on it bearing the name of Bunkerhill, Kan.—Jacob G. Meier, Paul D. Miller.

St. P. 69406 passed thru Madrid, Ia., May 14, leaking wheat at grain door. The conductor and myself tucked some waste in cracks and nailed a board along edge next to door post.—L. E. Johnson, mgr. Granger Eltr. Co.

Meetings of Grain Dealers.

June 15-16—The Ohio Grain Dealers Ass'n will hold its mid-summer meeting at Cedar Point, O.

June 21, 22-23—The American Seed Trade Ass'n will hold its annual meeting at Atlantic City, New Jersey.

July 13.—The Western Grain Dealers Ass'n will hold its annual business meeting at Des Moines, Ia.

Aug. 23, 24-25—The National Hay Ass'n will hold its annual meeting at Cedar Point.

Sept. 5 at New York—The Council of North American Grain Exchanges will hold its semi-annual meeting.

Oct. 10, 11-12—The Grain Dealers National Ass'n will hold its annual meeting at Chicago.

TOO LATE TO CLASSIFY.

A 20 H. P. STEAM ENGINE and 25 H. P. boiler with 40 ft. of smoke stack. Chandler & Taylor Co. make. This engine has been run under careful conditions and is as good as new. Bryce Farmers Grain Co., P. O. Milford, Ill.

FOR SALE—One 100 bu. hopper scale with hopper, Howe make, dormant pattern. One power grain shovel. Two pneumatic dust collectors, large capacity. All the above used but little and in perfect condition. Address The Colton Bros. Co., Bellefontaine, Ohio.

FOR SALE OR WILL TRADE for the right kind of land, a nice line of five elevators in North Central Iowa. Will sell singly or together. Write us if you want a good business. Coal business goes with elevators in three places, and the others are good stations for coal and tile. J. and R. Grain Co., Belmond, Iowa.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WANTS BEST MARKET LETTERS.

Grain Dealers Journal: From whom could I obtain the best market reports of letters from Chicago as to both cash grain and futures?—H. O. Peterson, Randolph, Neb.

ADDRESSES WANTED OF SOYA BEAN MILLS.

Grain Dealers Journal: We are making an investigation of the oil content of soya beans, and ask readers of the Journal please to give us the names and addresses of soya bean oil mills, of which we understand there are some in New Jersey and at Seattle, Wash.—Lever Bros. Co., Cambridge, Mass.

IOWA SCALE INSPECTOR?

Grain Dealers Journal: Some time ago we read in the Journal of a man who inspected scales in Iowa. Can the Journal inform us who this man is and what is his address? Bowen Grain & Lumber Co., Searsboro, Ia.

Ans.: The scale inspector for Iowa is employed by the Western Grain Dealers Ass'n and his services may be arranged for on application to Geo. A. Wells, sec'y, Des Moines, Ia.

WOULD IT PUT OUT THE SCOOPERS?

Grain Dealers Journal: I understand a move is on foot to induce the railroad companies forming the Central Freight Ass'n to place ear corn in the sixth class. Would such joint action by the carriers be a violation of the Sherman anti-trust law?

What would be the effect of thus increasing the freight rate on ear corn upon scoop shovel shippers? Would it stop the shipment of ear corn? The views of regular shippers would be appreciated.—Ohio.

RECOVERY FOR DELAY IN TRANSIT?

Grain Dealers Journal: Will readers of the Journal please advise us thru "Asked and Answered" column how to proceed to collect claims for delay in transit?

Feb. 15 we billed car I.C. 50101 to Chicago, a distance of 218 miles, where it arrived Mar. 4, as shown by the state grain inspection certificate for No. 3 white oats. There must have been some delay in switching also, since our commission merchant did not get the unloading weights until Mar. 30, and charged us 41 days' interest on draft from Feb. 17 to Mar. 30, amounting to \$4.78.

The movement of the car from this place to Chicago was at the rate of only 14 miles per day, and it seems that nearly a month elapsed between the time of arrival at Chicago and its delivery to buyer. It seems to us this delay is unreasonable and the parties responsible should pay part of the interest charge.

We have a few more cases like this one and would like to learn the experience of other dealers in collecting for such delays.—H. J. Pitcher & Son, Earlville, Ia.

LIABILITY OF RAILROAD FOR WRECKING ELEVATOR?

Grain Dealers Journal: A little more than 2 years ago there was a wreck on the Chicago Great Western at German Valley, Ill., in which a passenger train left the track and wrecked the elevator at that point. The accident was fully described in the Journal. Who was the proprietor of the elevator at that time? We would like very much to have the results of the owner's endeavor to collect from the railroad company.—S. C. Shaw, mgr. Farmers Elevator Co., Tallula, Ill.

Ans.: The wrecked elevator was owned by the H. A. Hillmer Co., of Freeport, Ill., which did not bring suit but was reimbursed in part by the railroad company.

CAN RAILROAD TAKE AWAY SIDE TRACK?

Grain Dealers Journal: What have been the decisions of the courts in regard to the right of a railroad to take up and take away a side track or switch? Can a railroad company legally take up and take away a side track that is on their right-of-way, where it was laid more than fifty years ago, from a grain elevator that is on private ground (about one foot from the railroad's line), and that has been regularly established in the grain trade for the past thirty-five years, buying, selling, receiving, shipping, and storing grain for a consideration?

Will readers of the Grain Dealers Journal please state in "Asked and Answered" column what is the rule or law that governs in cases of this kind.—J. L. Douglass, Shirley, Ill.

Grain Dealers Journal: I have not had time to examine all the decisions of the Commission to find whether or not a similar question has ever been answered by the Commission, but speaking generally as to the law in relation to the matter, I do not believe the railroad can be compelled to make a track to an elevator and the length of time that a side-track or switch would be laid upon their own land would not prevent them from taking it away.

The law is, and the Commission would require any railroad to make a connection with any switch or sidetrack from an elevator to the main track. This is an unofficial answer to your letter, but I believe covers the law upon the subject in this case.—Orville T. Berry, Chairman Illinois Railroad and Warehouse Commission, Springfield, Ill.

August Rippe Takes Own Life.

E. A. Rippe, former mayor of Madison, S. D., and for twenty years one of the most prominent grain men in that vicinity, died by his own hand on May 16, in his offices.

A short time previous to his death Mr. Rippe had complained to a close friend and business associate of financial reverses, saying that the large amount of capital required to handle grain at the prevailing prices, the tie up of freight traffic, the matter of carrying insurance for longer intervals than under ordinary circumstances, had made his business anything but a comfort.

He was apparently a man of iron nerves, and that he should die of his own

volition seemed impossible to his brothers who were associated with him in the grain business at Bowman, N. D., and it is the opinion of one brother that suicide was the result of a temporary mental derangement, brot on by brooding over his losses.

August Rippe never had a selfish thought. His devotion to his family, his relations and his friends was remarkable. He kept all his troubles and worries to himself. No matter how well he planned his business deals, circumstances seemed to thwart him, yet he never complained or asked help from any of his friends. His one thought was of his family.

He is survived by a wife and three daughters.

The three brothers, Henry, E. A., and Charles were partners at Bowman.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

CARS IN BAD ORDER.

Grain Dealers Journal: Box cars that are fit to load with grain are very difficult to obtain here. Nine out of ten cars received from the railroad company are in such a bad condition they can not be patched up to make them safe for a load of grain.

The Omaha Road also is very slow to allow our just claims for leakage in transit.—C. S. Harris.

UNOFFICIAL WEIGHTS BEAR WATCHING.

Grain Dealers Journal: The grain commission merchants always try to sell grain at the best price obtainable and in their haste to grab off a good bid on a sample will sell a car to a buyer without thinking much of the kind of weights that the buyer is prepared to furnish. I have had such an experience and my advice to shippers is to instruct your commission man to sell only on official weights.

I suffered a big shortage on a shipment to a market having one of the best weighing departments in the country. On investigation I found the car had been weighed on a track scale that the weighing department of the grain exchange would not recognize as in good enough condition to use.

Another fault with these small concerns is that they do not always unload the car promptly and I have to pay interest on the draft several days longer than if the grain had been sold to a first-class buyer. Again, insist upon official weights.—C. M. Johnston.

We read the Grain Dealers Journal with much pleasure and profit and would not think of doing without it.—Wimer, Brown & Co., Auburn, Ind.

Heavy shipments of wheat are now made to Mexico City from Canada due to the opening of the port of Manzanillo on the Pacific coast, which port is connected with Mexico by a branch line of the National Railway.

Northwestern Malt & Grain Co.'s New Elevator at Chicago.

The Northwestern Malt & Grain Co.'s new reinforced concrete grain elevator located at North Forty-six Avenue and Courtland Street, main line C. M. & St. P. and Belt Line, Chicago, is rapidly nearing completion, and from all present indications will be ready to handle grain about the middle of July.

THE WORKHOUSE of this plant is 42'x70', being five bays long and three bays wide. It is 153' from the basement floor to the eaves of the roof. That part of the workhouse from the foundation to the top of the bins is a monolithic reinforced concrete structure 91'6" high. The remaining portion includes a structure of skeleton steel frame work—the walls, floors and roof of which are covered with "Ferrocim" steel sheeting which is covered on both sides with a cement plaster, giving the building an appearance of entire concrete construction.

There are five floors in the workhouse, namely: the basement floor which is at ground's level, the first or working floor which is at the same elevation as the base of the rail of receiving and shipping tracks, the distributing floor immediately above the tops of bins, the scale floor, and the machinery or top floor.

There are twenty-one bins within this structure having an approximate capacity of 100,000 bus. Of this total number of bins eight are 14 feet square center to center of walls, while the remainder are oblong bins inclosing the leg wells.

All window-openings are supplied with double pivoted fire proof wire glass windows, and all large door-openings are protected by rolling steel-doors. A stairway leads from the basement floor to the first or working floor, a spiral stair-

way from the first floor to the distributing floor, and zig-zag stairways from the distributing to the top floor. In the same space with the spiral stairway is a small passenger elevator which is operated by a reversible induction motor.

STORAGE TANKS: Adjacent to the workhouse and connected thereto by a bridge and a tunnel are eight circular storage tanks which are 25' in diameter and 76' in height. The total capacity of these eight tanks with three interspaces is approximately 275,000 bus.

From the foundation to the top, these tanks are of reinforced monolithic concrete construction. The gallery over the tanks and the bridge was constructed in a manner similar to the top portion of the workhouse.

EQUIPMENT: The working floor is supplied with two special No. 11 Monitor Oat Clippers operated by 75 HP. induction motors. Under each clipper is located a large Cyclone Pneumatic Dust Collector which delivers the grain thru a conveyor to a cleaning leg.

This floor is also supplied with one large double shoe motor-driven aspirator and one motor-driven car-puller. The two receiving legs are equipped with 20"x7"x7" buckets each of which will receive grain from the four receiving pits in the track shed, one shipping leg equipped with the same size buckets as the receiving legs and two cleaning legs with 16"x7"x7" buckets. All legs are driven by individual medium speed induction motors direct connected to reduction coupling gears which in turn transmit their power by rope drive to head shafts, all contained in the top floor of the workhouse.

One 30" Webster belt conveyor supplied with a two-pulley, two-way tripper carries the grain from the workhouse to any one of the storage tanks, and one 30" belt conveyor under storage tanks

returns grain to either the receiving leg or over a short belt to the shipping leg.

One belt under each set of four receiving pits conveys grain to the receiving legs. All belt conveyors are driven by individual induction motors. This method of driving all machinery with individual drives makes it very economical from the operating standpoint, as the plant can be operated in any part without any loss of power or attendance.

Three scales and garnerers of 2000 bus. capacity each are provided, two of which can be used for receiving grain while any one of the three can be discharged into by the shipping leg. All scales discharge through Mayo distributing spouts into all the bins in the workhouse, into the shipping spout or onto the belt conveyor over the storage tanks.

The Northwestern Malt & Grain Co. will generate its own current at its power plant immediately south of the new elevator. The current necessary to operate a total number of sixteen motors in the new elevator will be transmitted from the above mentioned power plant to a switch board on the first floor of the new workhouse. On this switch board will be mounted automatic oil switches for controlling all the motors in the new plant. These are so arranged with automatic controls at each motor that attendants on the different floors can stop any one of them. There is also placed adjacent to the switch board an annunciator by which an attendant on any floor can call for any motor required to be placed into service. All receiving pits will be supplied with colored electric light signals which will show on the scale floor and the working floor.

The entire plant has been designed with a view of making it a most efficient one with the least operating and maintenance expense. It has also been designed with a view of making it absolutely fire-proof in every respect and is constructed of materials of the best weather resisting qualities.

The structure has been so designed as to get the maximum capacity on the ground used and at a minimum cost. It is supplied with a sufficient number of large windows and openings which make it a well lighted and ventilated plant. One of the important features in the design of the workhouse which makes it economical from point of space is that the bins are all square or oblong with straight walls, thus eliminating any space which might have been wasted by circular bins.

As a complete reinforced concrete elevator, this plant will take its place, considering its method of construction, as the first of its type in this locality. The excavation for plant was started within one week after the awarding of the contract, but on account of the severe weather encountered during the winter and the inability to secure proper arrangements for track elevation, the work has been greatly delayed.

The Stephens Engineering Company of Chicago designed and constructed this elevator.

I find the Grain Dealers Journal full of interesting reading, and could not get along without it. The Journal is certainly of great benefit to the elevator man.—C. L. Stafford, of the Stafford Grain Co., at Jamestown, Ind.

An official Indian report covering the Punjab places the yield of wheat at 129,904,000 bu.; against 114,880,000 last year. Offers for the new wheat crop are few, and the natives are declining to sell at the present prices.



New Reinforced Concrete Elevator of Northwestern Malt & Grain Co. at Chicago, Ill.

Annual Meeting Illinois Grain Dealers Ass'n

The 17th annual convention of the Illinois Grain Dealers Ass'n was called to order in G. A. R. Hall, Decatur, Tuesday, June 7, at 11:20 a. m., by Pres. G. D. Montelius of Piper City.

W. L. Shellabarger moved the approval of the minutes of the last annual convention as published in the grain dealers journals without reading. Carried.

Treasurer H. I. Baldwin's report showed a balance of \$1,036.73 on hand. His report, which had been o.k'd by the Finance Comite, was ordered filed.

Telegram of regrets at inability to attend meeting from Hon. L. Y. Sherman, and reply were read.

Secy S. W. Strong read the following detailed financial report.

ANNUAL STATEMENT OF SECRETARY.

Bal. June 1, 1909, in hands of Treas.		\$1,742.48
Receipts.		
Dues from Members.....	\$4,806.00	
Fees from New Members....	370.00	
Fees from Arbitration....	150.00	
Advertising in 17th Annual Directory	1,204.00	6,530.00
Total		\$8,272.48
Expenditures.		
Office Supplies	\$ 60.20	
Postage	259.68	
Stenographers	473.50	
Telephone, Telegraph & Express	131.33	
Expense Local Divisions....	93.34	
Printing account	123.16	
Dues to National Ass'n....	373.00	
Assist. Secretary	811.44	
Expense 16th Annual Convention	173.59	
Arbitration Board account ..	35.32	
Officers Expense	416.77	
Rent of office	100.00	
Salary of Secretary.....	2,400.00	
Traveling expense Secretary	900.87	
Refunded Arbitration	148.00	
National Council Commerce	100.00	
17th Annual Directory....	635.45	
Balance in Treasury.....		\$1,036.83

Victor De Wein of the Finance Comite read a report commending in high terms the system of keeping the accounts of the association and in keeping the President posted. Both reports were received and filed.

H. H. Newell: I move that all resolutions be presented to the Resolution Comite in writing by evening and before consideration by the convention. Carried.

President Montelius appointed as a Resolution Comite: H. A. Hillmer, Free-

port; Edwin Beggs, Ashland, J. W. Radford, Chicago; W. L. Shellabarger, Decatur; R. C. Baldwin, Bloomington; N. A. Mansfield, Niantic and E. M. Wayne, Delavan.

Finance Comite: F. L. Warner, Che- noa; V. De Wein, Warrensburg, and L. E. Slick, Bloomington.

Nominating Comite: H. H. Newell, Chicago; J. W. Probasco, Bloomington; H. E. Selby, Golden; A. E. Wood, Gibson City; J. A. Connor, St. Louis.

W. L. Shellabarger announced the exhibition of the Williams Grain Car Door at Illinois Central Station.

Adjourned to 1:30 p. m.

Tuesday Afternoon Session.

President Montelius called the Tuesday afternoon session to order at 2:30 and read a paper from which we take the following:

PRESIDENT'S ADDRESS.

The Illinois Grain Dealers Ass'n is at this time holding its 17th Annual Convention. That the organization fulfills the requirements for which it was created, is shown by an increasing membership each year, and an ever growing interest on the part of the grain dealer in its welfare and support.

Its object is well known to you and its 645 members of Country Grain Shippers, Receivers, Brokers and Commission Merchants, who represent eleven hundred grain shipping elevators in the state, and nearly every terminal market east of the Mississippi, are in earnest that the Association is a live, virile force, ever exerting its influence for the benefit and betterment of the grain trade.

Few appreciate the wide scope of its usefulness and work. The different avenues through which its efforts are exerted. The Ass'n extends a general supervision over every terminal market where its members do business. Maintains a Board of Arbitration, a Claims Department; is a member of the National Industrial Traffic League, which League has to do with railroad rates, and demurrage dues; and in every part where the interests of the grain trade are, there the officers of the Ass'n exert their influence.

The Arbitration Department in the past year have had 78 complaints filed and all have been satisfactorily adjusted, and paid. The cost is only a fee to cover the necessary expense of the Committee. What would have been the cost if these cases had been sued through the courts? It is needless to say it would have been thousands of dollars. Possibly more than the entire gross cost of the Association for one year.

The Claims Department inaugurated Jan. 1910 has received from members 195

claims, of which 45 have been settled, 7 rejected and the balance pending a settlement. There has been a definite arrangement made with three of the railroads of the state for the settlement of claims: The C. & A., the C. R. I. & P., and the Wabash, as follows:

1st. There will be no claim field with us for less than \$3.

2d. On claims in excess of \$3 where the record of handling seems perfect, the members of your Ass'n will make the usual allowance. One-fourth of one per cent on corn and one-eighth of one per cent on wheat, oats and other small grain.

3d. Where claims exceed \$3 and there is evidence of leakage, they will pay without the Railroad Company asking for the deduction.

On this basis claims are being adjusted daily with these roads.

I cannot too strongly urge the members to file their claims through the Claims Department, and to file a claim for every loss of \$3 or over. The Secretary will furnish blanks if you will write to him for them. Every grain dealer in the state, who can show what amount of grain was put into the car, in case of loss, can recover the value from the railroad.

Dockage: Beginning the first of this month, New Orleans discontinued dockage on grain. Baltimore stopped docking Mar. 1st last. Now there is not a market east of the Mississippi River where there is dockage. A committee from the Ass'n visited Baltimore and New Orleans last November urging and insisting upon the discontinuance of dockage, and the result was entirely successful.

Double Weighing charges at East St. Louis about which you have complained for some years, Feb. 8, 1910, a Committee from your Ass'n met a Committee from the Merchants Exchange of St. Louis, in a hearing before the Railroad and Warehouse Commission, in Springfield, asking that the Commission withdraw from weighing at East St. Louis, as they did not weigh at any other place in the state, and thereby relieve the trade from the unnecessary double fee for weighing at that place. After a full and satisfactory hearing the Commission took the question under advisement and have not as yet made any decision upon the complaint.

The nearly general adoption of the Uniform Grade Rules of Inspection, by the markets, has resulted in much satisfactory work to the trade, with few exceptions. There is wide difference of opinion among the members as to the wisdom of Federal inspection of interstate grain.

If the terminal markets of the country will see to it, that there is fair and impartial inspection and weighing of grain, what is received, and what is shipped out of the market, the question will be solved and Federal aid not needed. On the other hand, if the markets of the country do not deal fairly by the shipper then the only recourse for protection will necessarily be to Federal control.

There have been introduced into Congress at different times bills to prohibit dealing in futures of grain, cotton and other important agricultural products, and exchanges have been criticised for their methods, it being charged that through their practices a spirit of gambling was fostered and encouraged throughout the country. Boards of trade have discouraged any such practice and have recently by rule and otherwise, taken action to check and preclude such influences to be



Some of the Dealers Attending the Seventeenth Annual Con-

created from the Boards action. One line of business taken up by some of the members of the Board of Trade is turning the public against future trading in grain and damming the Board of Trade. It is the establishing of private wire offices in the country towns. In order to make it pay and I have my doubts if it does, they induce the farmers and young men working by month to trade on the board. We all have seen many a sad end resulting from this line of business, and I would recommend that the Boards of Trade take some action to stop this line of business.

The Boards of Trade must make good their promises to the public through the Congress, else the people will prohibit future dealings, and much harm thereby be done to the grain trade, as I cannot see how a successful grain business can be conducted without the ability to hedge.

The article written by John C. F. Merrill, Vice-Pres. of Chicago's Board of Trade, is the best and fullest explanation of the principles of the exchange that I have ever read. It should be circulated in every city and town in the farming country, so that the people may read for what the Board of Trade stands.

Friendly relations exist between country shippers of Illinois and dealers in the terminal markets. I think all or nearly all of the markets, where the members of this Ass'n do business, were visited at some time during the year, by a Committee from this organization and I am quite sure in my own mind that such visits result in harmony and great benefit to the trade generally in fostering a fraternal feeling and spirit between dealers in the same trade through different lines, which induces square dealing.

Complaints from shippers relative to the moisture test as applied to corn and the resultant discounts for corn which off-graded resulted in a meeting before the Warehouse Commission in Chicago Feb. 24th last at which meeting, and a subsequent joint meeting of a Committee from this Ass'n, and the Grain Committee of the Board of Trade, the whole matter was most thoroughly discussed and debated. As no final agreement was arrived at the entire matter was left with the Board of Railroad and Warehouse Commission for its subsequent consideration. Grain should be sold on its merits and I am in favor of moisture test when it can be taken accurately, but the way it was taken in some markets this winter is unjust and should not be allowed. Three tests were taken on some cars out of the same sample with a variation of 1.40 to 1.60%. Any fair minded man who knows anything about corn can guess that near as to the moisture. Either educate the men who operate these machines or give us a machine that there can be no mistake in getting the moisture.

The trade was greatly hampered and inconvenienced and suffered great losses during the past winter, on account of inadequate service by the railroad, both in furnishing cars, and in the delivery of cars to market. The matter should be thoroughly discussed by the members and action taken by resolution, or otherwise, to the end that the Carriers of the State be advised of the condition of the trade last winter in the hope that more care be taken by the Carriers during the summer to prepare for the winter movement.

The Ass'n has repeatedly urged upon the Carriers the adoption of Steel Cars for the handling of grain and some manufactur-

ers, I am informed, have built, or are building, steel grain cars. The resolution should again be pressed by the Ass'n.

The crop reports given out by our Secretary of the growing crop and the amount of the different grains back in the hands of the producer is very valuable information. These reports are made up from the information he gets of the grain dealers and from his travels over the state. I urge you to respond when he writes you for information.

A committee from this Ass'n attended the shippers conference May 17th last to lend a helping hand in the fight against the proposed increase rate of freight. The proposed increase did not affect the grain trade direct, but we felt that should the railroads be successful in this step, that the grain rate would be the next movement for an increase. It took the united force of the shipping associations to meet with the success that was met in this case.

The National Industrial Traffic League deserves a great deal of credit for the work it has done the past year. It is through its efforts that Bill H. R. 25335, relating to the Order Bill of Lading, was introduced in Congress. Some resolutions should be passed in this convention recommending the passage of this bill at this session and sent to the members of Congress in both branches, urging them to vote in favor of the same.

I trust that I have been able to make clear in some measure at least the purpose of our organization and I will say in conclusion that we are being confronted by conditions such as we have never encountered before. I quote from a business man of National reputation who took occasion to make this statement: "At the end of the third bumper crop the world's products are bringing higher prices than was ever known before."

We are ready to cherish and foster all special efforts looking toward improved methods of agriculture. We should not only conserve the fertility of our rich prairies but by improved methods we must increase the yield in order to supply the growing demand. After our crops are raised we demand the widest and freest opportunity to make legitimate sales to all who may wish to buy. In short our Ass'n is willing to assist in all industrial enterprises that are operated along the avenues of honesty and square dealing, having for their purpose the upbuilding of the interests of our Homes, our State and our Nation.

C. C. Miles, Peoria, in talking on "Care in Making and Confirming Contracts," said: "In my work on the Arbitration Comites of the State and National Ass'ns I find that most of the disputes are due entirely to carelessness on the part of one or the other of the parties. The statements filed by the contesting parties often show a difference in purpose from the start.

The great variation in the rules and customs of the different markets are responsible for many of the differences and disputes. What the trade needs is uniform trade rules. If the rules of the National Ass'n do not suit the trade let us amend them to meet the views of the

majority and induce every grain market to adopt them.

W. L. Shellabarger: I agree with Mr. Miles that we need enlightenment on the trade rules of the exchanges and also the National Ass'n rules. I recommend to the Resolution Comite that it present a resolution calling for a revision of the rules.

A. G. Tyng, Peoria: I recommend that our delegates to the annual convention of the National Ass'n consider and present needed changes at that meeting.

E. M. Wayne of Delavan, in speaking of Claims for Grain Delayed in Transit, said the railroads are paying claims of live stock shippers who suffer losses by reason of delay in transit and surely grain shippers are entitled to as much consideration. I believe we are entitled to have our grain delivered at destination within reasonable time and if the market goes down our loss should be made good.

W. H. Perrine, Chicago: I understand that Governor Deneen is considering the appointment of a commission to revise the railroad and warehouse laws of the state. I believe this Ass'n should ask that our interests be guarded in the new law.

B. P. Hill, Freeport: I had a car of corn delayed 40 days on its way to New Orleans via the Ill. Cent. It arrived hot and I lost about \$50. The railroad paid no attention to my claim until I threatened suit. Then I received my money.

Mr. Shellabarger insisted that if shippers would be more persistent and vigorous in going after their reasonable claims most of the railroads would pay. So many claims are presented it is but natural that the railroads should sidestep where possible.

P. S. Goodman of Chicago astonished the champions of state crop reports in the following paper:

Illinois State Crop Reports.

"The inspiration to the establishment of crop reporting by the State Board of Agriculture in Illinois, was a desire to benefit the farming community, and advance the material interests of the state. It may have, at one time, served this purpose; but, for many years past, it has outlived its usefulness. If once a benefit, it is now an injury to the state, or the people, who accept its statistics of production. The service is based on the theory that township assessors are diligent and thoro in their work; that the farmers correctly report their crops. The assessors are directed by a mechanical, not a moral, sense; they turn in the schedules without notation, and accept them without remonstrance. The schedules are not respected by either the assessors, or the assessed, and the compilation of them at Springfield is not re-



Illinois Grain Dealers Ass'n at Decatur, June 7 and 8, 1910.

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spected by the people who are supposed to profit by them.

The Illinois acreage reports are worthless, and I say this without intending to reflect upon Mr. Dickirson, the Secy. of the State Board of Agriculture, or the hundreds of excellent gentlemen, who report to him from their sections. In fact, the only valuable service the reporting department furnishes, is the monthly condition percentages, which originate with the local correspondents. If Mr. Dickirson had his way; if he was permitted to rely solely upon his correspondents, the Illinois service would be the best in the country. The fault in our crop service is taking the returns of the assessors on acreage and yields. Under this system, Illinois has been declining in reported acreage of all her products. The crop reporting bureau of the Agricultural Department at Washington has been increasing the acreage. The service of the national government is not accurate, but it is accepted the world over as official. Its acreage is corrected on the decennial census, and in the interim, fluctuates on the average estimates of observers, as to increased or decreased acreage of each reported crop from the previous year. The actual returns of assessors by the states, if reliable and conscientiously made, permits of interim adjustments by the Washington bureau, tho I regret to say that tardy recognition of the able service of the Kansas department was made by the Washington people. In Illinois, many correspondents report for both institutions, and we know that they would build up a good service for the state, if the annual returns of the assessors were not counteracting their work.

It is only by comparison that we see the gross injustice of our state system. In the census year of 1899, the state reported 1,214,000 acres in wheat; the Agricultural Bureau 50,000 acres more; the census returned 612,000 acres more than the state. In 1902, the Washington authorities revised the acreage, in accordance with the census returns; the state reports were lifted to a like level that year. Since 1902, the state wheat acreage declined, 675,000; the bureau's acreage steadily increased. The state reported 1,175,000 acres seeded to wheat last fall, the bureau 2,300,000 acres, or twice as much.

In 1899, the state corn acreage was 6,941,000; the bureau was 75,000 less; the census returned 10,266,000 acres. The bureau's adjustment in 1902 was 600,000 acres less than the census; the state, that year, 1,500,000 less. Last year, the state returned 7,289,000 acres in corn, and the bureau 10,300,000, a difference of 45 per cent. The government yield being 104,000,000 bus. more.

In the census year, the state showed 3,653,000 acres of oats; the bureau 650,000 less; the census returned 925,000 more than the state. Last year, the state with 2,760,000 acres was 1,580,000 under the bureau.

Measuring the production of Illinois agricultural operations by our state reports, we have reached the condition of the New England states. Our assessment system has branded us with the mark of decadency; it has dimmed the glory of our productivity, and in it, we read the story of abandoned farm lands. It is fortunate that we have the Washington bureau to con-

tradict our assessment returns. Our soil retains its great fertility; there are no abandoned acres; and, in the facts, on the face of the state, we read of the inefficiency of the assessors and the perversity of the assessed.

If the losses were confined to the grain products, of the state, we might assume that increasing population had changed the character of our farming; that truck gardening, dairying, cattle raising, had displaced the grains; but the assessor's returns debar us from such assumption. Through the entire list of farm products we find the same decline. We have lost a fifth of the hay acreage in ten years, the same in potatoes; we raise but twenty per cent broom corn, but here the carpet sweeper and air cleaner have helped the assessor to knock off acreage. We raise but one-third the sorghum; probably glucose has run the old sweetening out of the kitchen, and sweetened the bitterness of the assessor's declining returns. Our pasture lands contracted twenty per cent. Our orchards have almost passed away, and there may be more blame attached to a series of unseasonable weather than to the failure to enter on schedules. Fortunately, we have doubled the turnip acreage and held our own in castor beans.

The total acreage reported by the state last year, was 17,200,000, a loss of 2,360,000 or 17% since 1889. The national bureau on grains, hay and potato acreage gave an increase of 6,291,000 or 46% in the same period. If we take the products measured by bushels, on which both the state and the national government report, we find the state lost 6% in acreage, 9% in yield, and gained 88% in value of products since 1899.

The bureau at Washington on the same products increase 43% in acreage; 40% in yield, and 176% or twice as much in valuation. Both departments valued the grain and potato output of the state around \$108,000,000 in 1899, last year the state's valuation was \$202,000,000; the Government's valuation \$296,000,000.

Examining the returns on the taxable products of the Illinois Farmer, we cannot resist the conclusion that he is as adept in tax dodging as the "prominent citizens" and "remorseless corporation." The number of farm animals in 1899 was returned by the assessors at 6,950,000 head; last year at 5,090,000 head, a loss of 27 per cent. The national bureau reporting 6,444,000 in 1899, had increased to 8,448,000 or 33 per cent, the total being 65% greater than the state figures. The assessors lost 70,000 milch cows in ten years, the government reports increased the number 400,000. The state acknowledges to 60,000 more horses than ten years previous, thus displaying man's affection for his noblest servant among the brutes, but the reporters for Washington say, we have 670,000 more, and I guess they are nearer right.

If we keep on with this wretched state system of crop reporting, there will be nothing left to report about in a few years, in the tax schedules. The Secretary of the State Board is now planning to get actual results and he should be supported by the members of the board, even to the extent of throwing out the assessment returns, if they cannot be improved upon.

The theory of our crop returns is a good one, but the trouble is the searching char-

acter of the schedules. Some economist, who had a curiosity to know what a farmer made, drew up the assessment law. In addition to acreage, yield and prices of products, our farmers are asked to give the cost of production, the net profits or losses on forty farm products. To comply honestly with the assessment, an Illinois farmer would have to open a set of books on every field he owned, or every kind of stuff he raised. He knows, at the end of the year, what he made on his farm, and, like a good American citizen, he resents telling the assessor, or any one else, and when it comes to filling out the farm schedule, with its impudent questions, that he cannot answer, in detail, he simply makes a pretense of doing it.

His objection to revealing the details of his farm business is the same objection that people, with any reasonable or important income, have to an income tax; that corporations have to the present national law. It is not the tax, it's the prying into personal affairs that is objectionable. Until our own schedules enumerate all of the automobiles, carriages, gold watches, pianos and sewing machines, we have no right to complain at Illinois farmers for not enumerating all their farm animals.

The farmer will report his acreage, yield and prices of grains and produce, if the inquiries are restricted to those items. He will take as much pride in exploiting the wonderful productivity of his state, as the farmers of Ohio, Iowa, Missouri, Nebraska, Kansas, Oklahoma, South Dakota and North Dakota, the states, in which we find crop returns with the appearance of accuracy. It is an injustice and a shame to make a repugnant farm schedule the basis of a crop reporting service. Make a reasonable request of the farmer, as to his crops. This feature of the law can be changed, we could possibly not change the animal schedules, as that falls under the personal taxation law. I believe a little effort, on the part of the directors of this association, would bring about the needed reform in Illinois crop reporting, as the initiative has, already, been taken by the State Board of Agriculture, through its able secretary.

S. S. Tanner of Minier, in talking of Fraternity among Competitors, spoke feelingly of the early workers in the organization and mentioned friends who have passed on.

When I entered the grain trade it seemed to be the God-given duty of every one to drive his competitors out of business, and none failed to waste his own time and capital in trying to do it.

Today I look back over my 20 years in the grain trade without a single regret.

In expressing pleasure at being back with the Ass'n he congratulated the Ass'n for its good work and closed with a toast to true friends.

The Banquet.

This pleasing social feature of the convention took place at Grace M. E. church Tuesday evening, under the direction of the ladies of the church, and to whom

Directory Illinois Grain Dealers Ass'n—1910-11.



Rear Row: Directors W. L. Shellabarger, J. H. Graham, H. T. Truby, Geo. W. Cole.
Front Row: J. C. Collins, A. G. Tyng, Pres. Geo. D. Montellus, Vice Pres. H. A. Hillmer, Treas. H. I. Baldwin, Sec'y S. W. Strong.

highest praise is due for perfection in the culinary art and competency in manner of serving the elaborate five course banquet to more than 200 guests. Prof. Conklin's eight piece orchestra made the air melodious, assisted by a double male quartet from the James Millikin University.

H. I. Baldwin, a member of the committee on entertainment for the ladies, was master of ceremonies, and after cigars were lighted, introduced H. A. Rumsey, of Chicago, as toastmaster. Mr. Rumsey acknowledged the honor, commenting on the moral wave that had swept the community since the last annual meeting of the I. G. D. In finishing his opening address Toastmaster Rumsey paid a graceful tribute to Decatur's hospitality by declaring the initials of the association, "I. G. D. A.", to stand for "Infinitely Grateful Dealers Association."

Bert Ball, of St. Louis, responded to the toast, "Getting Acquainted," and was roundly applauded.

The Octette sang "Knock the Knockers," written by Mr. Ball. S. S. Tanner of Minier proved as always a capital story-teller.

R. P. Vale, of Decatur, was followed by A. G. Tyng, of Peoria, who toasted the "Lady Waitresses" until each smiled happily.

Pres. Geo. D. Montelius closed the speech making program by thanking the members of the association for their attendance at the convention and their hearty cooperation in furthering the purposes of the organization.

Prof. Ross, a local juggler and sleight of hand performer, gave a few near-Bert-Boyd tricks. The entire evening was replete with jocular and the wit and repartee of the speech makers was pleasing in the extreme.

Wednesday Morning Session.

The Wednesday morning session was called to order at 10:15 a. m. by Pres. Montelius, who introduced John D. Shanahan, Technologist Standardization of Grain U. S. Buro of Plant Industry, Washington, D. C., who read an interesting paper on Market Values and Discounts on Corn. It was a reflection of Circular No. 55 of the Buro of Plant Industry, which was quoted on page 560 of the Grain Dealers Journal for Apr. 25th. Part of his paper will appear later.

Dr. Duvel of the same Buro explained that the variations in the moisture tests were due to the use of different machines and methods. But honest differences can result from the use of the same machine. I can make tests with this machine and get a variation of 20 to 28% on the same corn.

Some testers are not careful to get the correct amount of grain and others use scales not in balance. Some do not turn off the heat just at 190 degrees and of course get a greater moisture. Putting the thermometer too far down in the flask or using flask without wire mesh below will result in a higher percentage of moisture. Occasionally a condenser tube will release matter accumulated in tube thru use and result in an inaccurate test. Your apparatus must be kept clean and the mercury must be jarred down into the bottom of thermometer if correct register is to be given. Some of the thermometers are so incorrect, varying from 5 to 6 degrees, we have refused to accept them and afterwards found them in grain dealers' offices.

During the last 30 days we have found many cars of corn varying 2% between

top and bottom of load. Not infrequently the moisture between top and bottom of load will vary 5.6% in moisture content.

New flasks contain some moisture and will result in a higher percentage. You should use 150 centimeters of oil for each test.

We will soon issue a new pamphlet of instructions on making tests which, if followed closely, should result in more uniform results.

Pres. Montelius: I hope the Illinois shippers are now justified for the protests they filed against the varying moisture tests last spring.

John Montgomery in talking on the Landlord's Lien Law said he doubted it would be changed, as the tendency of the Legislature was to grant more liens.

Geo. W. Cole of Bushnell talked to the dealers on The Relation of the Grain Dealer to the Farmer from which we take the following:

The Relation of the Grain Dealer to the Farmer.

The right conception or thoro understanding of the relation of the grain dealer to the farmer is most important, not only to success in the grain business but to the contentment and satisfied happiness in the grain dealer's daily life. And what is success in business if we do not have contentment and happiness with it? I do not believe there is another business in the world in which, as a rule, there is so much unpleasant misunderstanding, jars, jangles and contention between buyers and sellers as there are in the grain business, and it undoubtedly is because of the lack of a proper understanding between the dealer and the farmer.

In a great many communities the grain dealer is not only looked upon with suspicion by many farmers but they regard him as their natural prey, and if they can get the best of him in a trade, he is the one man that will have to meet them as a friend, the next time they have grain to sell. The man from whom they demand the cash on the nail and whom they pay when they get ready; and when they are in trouble or need a little money to tide them over, the one man to whom they can go to get help, and get it, all the help they need, without paying for it too. In fact the one man who has to take their gaff and grin like he liked it. When such conditions exist, the grain dealer in self defense has to resort to counter schemes, shrewd deals and worry himself to death trying to make ends meet and provide a living for his family.

The chances are that he has his entire fortune and his wife's dowry invested in his plant, and after a season of moisture tests (which is the open season for country grain dealers, with no limit as to number) and he has borrowed all he can from relatives, friends and his banker to cover his losses, and is trying to keep his head above water (i. e., the water in the corn), and mind you his losses have been the wily farmer's gain, then his tried and true friend, the farmer, starts out to organize a farmers' elevator, on account of that "robber," the grain dealer, swindling him out of a fair price for his grain.

Thus we have a picture of the Relation of the Grain Dealer to the Farmer that exists in many communities today.

A few years of this is enough for many of the dealers and they quit in disgust or end in bankruptcy. From this it can be easily seen the relationship is not a very close one. There are no ties of blood, they are not brothers, "step," "in law" or even fraternally, for, even if they belong to the Modern Woodmen, as soon as each gets his ax, they go gunning for each other.

The trouble is there has always been too much antagonism between the grain dealer and the farmer. This great obstacle will have to be overcome if we wish to have pleasant relations with the farmer. But better times are coming.

The farmer of the new school is different. He farms with his brains and hires his work done, and he is becoming eminently successful.

More farmers are riding in their own automobiles than any other class of business men.

Farmers are individually engaged in the same business. Their interests are identical; but such an inherent jealousy is so implanted in their nature that they cannot

combine successfully; and it is a good provision.

The grain dealer individually must keep up with the procession. I hope he is doing so. As with the farmer, there is the new and old school, and I believe the former is predominating.

My father was in the grain business nearly fifty years. I was born and raised in it. All I have ever heard since I can remember is grain, grain, grain. I believe my earliest recollection was of a farmer asking my father, "What's corn worth today, Uncle Jim?"

He was of the old school. For years he kept his accounts on his cuffs or in his head. He bought grain those days on a margin of 5 to 10c a bushel, and the farmer hauled his grain twenty or thirty miles, standing in line for hours, waiting for a chance to scoop it into a small hole. It would take him a week or ten days to market his crop of from 500 to 600 bus.

But times have changed. Our plants are up to date, with latest improved dumps, gasoline engines have supplanted the scoop shovel, and the farmer today markets his crop of 4,000 or 5,000 bus. in a few hours; between meals, we might say, without hardly causing a ripple in his regular, daily routine.

But we must keep up with the progressive farmer. We must not be lax in our methods of conducting our business. Not only because we should for our own benefit, but in order to eliminate bad practices and habits of business which always tend to widen the breach and make unpleasant the relation between the grain dealer and the farmer.

Bad practices are apt to be hard to eradicate. Yet they must be eradicated. It is so easy to let our business get into a rut, for fear of making changes to improve, and let it run along the lines of easiest resistance until it is too late.

Verbal contracts are one of the bad practices. When I succeeded to the grain business I was up against a proposition of this kind; but I commenced systematically to change to written contracts. It was a difficult thing to do, especially as my competitors were buying on verbal contracts; but I have persisted and I am glad to say that I have persuaded most of my competitors to do likewise.

I make contracts in duplicate, giving a copy to the seller. I still have some customers of the old school who refuse to sign, but I make out the contract, giving them a copy, which holds them just the same; also in buying over the telephone, we state at the time that we will send them a contract by mail, which we do.

Issuing Scale Tickets for each load of grain when received. It is easy, so easy to make an error in recording a load of grain, the ticket is not only a protection to the seller but it places the burden of proof upon the farmer, and while it is almost a perfect check on the weights, what is highly important is that it gives the farmer a confidence in the dealer that slipshod methods would never obtain.

Free storage is another stumbling block in the way of successful business. Grain dealers could shed more briny tears over this than any other bad practice in their business. In the first place we should absolutely refuse to store grain for the farmers at all. There is no way we can obtain adequate compensation for lending our valuable room to the farmer, so he can speculate on his grain.

For the last year in our territory we have been charging $\frac{1}{4}$ c per bu. for each $\frac{1}{2}$ month for grain in store, commencing the day it is put in. We thought this would discourage the farmer from storing, but in fact we have had a larger amount in store during the past year than we have had for years.

Our local organization has practically decided to raise the price to 1c per month, commencing with new grain this season, and we hope that we will not get any at that price.

Advancing money on grain is a custom that is dying out. We tell our customers that we are in the grain business and they will find the bank just around the corner.

Making and breaking prices is still another thing that should be given earnest attention. The dealer who makes one price to one man and a different price to another within a short time, will never gain the confidence of the farmer. Have one price and stick to it. If you are in doubt when the market has declined badly, if necessary, explain to the farmer that you will have to wait until the close before you can intelligently bid on his grain.

Buying grain is in the same class as salesmanship; tags will not sell goods, neither will black board prices buy grain.

Make your prices on a fair, honest, livable margin and prove to your patrons the prices are right by sticking to them.

Your business office, its condition and appearance, has a great deal to do with your successful buying of grain. You may not believe this, but it is true. Just as in any other business, a customer appreciates a commodious, clean and neat appearing office, and the prosperous auto-riding and independent farmer of today will discriminate against a dark, dirty and dingy office. An attractive and up-to-date office impresses the farmer that you are up to date in prices, grades and knowledge of your business. Put it up to yourself, where do you prefer to trade, in a dirty, dingy, moth-eaten store or one that is gotten up in an attractive and inviting shape?

Meet the Farmer on common ground, acknowledge that he is just as intelligent as yourself. When you fight an enemy, if you will give him credit of having as much gray matter as you think you possess yourself, the battle is more than half won.

The sooner you get together with the Farmer, the sooner the evil that causes the antagonism between you will disappear. Nevertheless the antagonism does exist and to such an extent in some communities that it bids fair to disrupt the business.

There is a remedy for this, and a good one; so simple and easily applied that many will say it is not a cure. It is one, for I have tried it, and it is working like a charm.

We must eliminate from our business methods all the bad practices I have enumerated and improve our systems in every way possible; to remove all chances of misunderstanding or disputes. This has to be done gradually, of course, but we must keep persistently and systematically at it.

Every change suggested is for the protection of the farmer as well as yourself, and when put in practice and understood, you will gain his confidence.

Above all, we must give them a square deal, and in giving that we must not only expect but demand a square deal in return. It can be done, and we all know that if we have a square deal we will have a successful, and what is more important with success, a pleasant business.

A. G. Tyng of Peoria, president of the Grain Dealers Nat'l Ass'n, who was booked for a paper on Affiliation with the National, merely invited the dealers to attend the annual meeting in Chicago Oct. 8, 9 and 10th.

Adjourned to 1:30 p. m.

Wednesday Afternoon Session

The Wednesday afternoon session was called to order at 2:20 p. m. by President Montelius, who introduced Commissioner O. F. Berry of Carthage, who spoke on The Railroad and Warehouse Commission, Its Powers, Duties and Needs. In the course of his talk he said:

Powers, Duties and Needs of the Commission.

One of the first important matters that came before the Commission after I became Chairman was presented by the officers of your Ass'n and while discussing this matter it was apparent that it, like many others that are constantly coming before us, had plenty of merit, but the Commission was without power either to investigate the subject or to make a binding order in relation to the same; and in this discussion of the matter it developed that just what the Commission could do was much in doubt. As a result of that hearing and discussion I was invited to meet with your Convention and speak to you on the subject, "The Powers, Duties and Needs of the Commission."

Sec. 15 of Art. XI of the Constitution says: "The General Assembly shall pass laws to correct abuses and prevent unjust discriminations and extortions in the rates of freight and passenger tariffs on the different railroads in this State, and enforce such laws by adequate penalties, to the extent, if necessary for that purpose, of forfeiture of their property and franchises."

In Article XIII of this Constitution the framers further provided for the transportation and warehousing of grain and produce, and in Sections 6 and 7 made it "the duty of the General Assembly to pass all necessary laws to prevent the issue of false and fraudulent warehouse receipts, and to give full effect to this article of the Constitution which shall be liberally construed so as to protect producers and shippers."

"The General Assembly shall also pass laws for the inspection of grain, for the protection of producers, shippers and receivers of grain and produce."

Under these provisions of the Constitution, the General Assembly met the following year and in addition to enacting the laws prescribed therein also created the "Railroad and Warehouse Commission" as an executive body to enforce the same.

This legislation caused much commotion and not a little indignation among the railroad companies, and altho they made their reports to the Commissioners, it was under protest, and with the expressed determination, at first, to test the constitutionality of the law.

The enactment of the law pertaining to the warehousing of grain was the result of the antagonistic attitude of the proprietors of the large Chicago elevators to the grain interests of the State, which were mainly represented thru the Board of Trade. The grievances of the trade were fully set forth in the press of that day and their cause found champions therein. As the elevator interests were carried on without any controlling supervision of the law, it was soon found that the quarrels between the conflicting interests were incapable of settlement, and it was determined that the time had come to put under the control of the State these great interests which had outgrown the control of all private organizations.

One of the first results of the passage of the law regulating the issue of warehouse receipts in the public elevators was the uncovering of one of the greatest frauds ever perpetrated in the grain trade. In the enforcement of the law it was regarded as important and necessary that the quantity of grain in store in Chicago should be ascertained, in order that an account of receipts and shipments might be kept by the registrar. After reports had been received from the different elevators and the total amount of wheat in store had been computed, suspicions became rife on the Board of Trade that the reported amount was greatly in excess of the facts. An investigation was started which resulted in the discovery that the proprietors of the Northwestern elevator, the largest in the city at that time, had perpetrated a gigantic fraud by secretly shipping all of their grain out of the city, and afterwards had floored over the tops of their bins and placed thereon a thin covering of wheat to give the bins the appearance of being full. This fraud, however, had its redeeming feature, as it led to a more complete and satisfactory observance of the law, the better class of warehousemen having become satisfied it was the only way to protect themselves.

In 1870 the amount of grain inspected at Chicago was about 50,000,000 bus. per year; then followed the enactment of the law regulating the inspection of grain at Chicago, since which it has grown until, in 1909, 233,238,372 bus. were inspected.

The Commission is most desirous of being as useful as possible to all interests committed to it, but with the limitations existing under the present laws it is often unable to act, altho facts and circumstances might urgently call for and justify the correction of unsatisfactory conditions. To enable the Commission to work to advantage the present laws should be revised and corrected. Many improvements, which we were unable to make, could be made, if the law gave the necessary power to the Commission.

Let me illustrate: The Commission, thru the State Grain Inspection Department, while making every possible effort to have the daily receipts of grain at Chicago promptly sampled on arrival, are largely handicapped by the fact that grain cars are usually scattered indiscriminately over many sidings thruout the various railroad yards, necessitating the traveling of great distances daily by the men whose duty it is to collect the samples from each car. This consumes much valuable time and frequently delays the delivery of the samples at the main office. Under conditions prevailing previous to the present system of inspection these delays were not so noticeable, as during all of these years the grain inspectors on the tracks were in full control without any check upon their work, and could exercise their own pleasure as to making these extraordinary efforts necessary to locate and inspect all of the daily arrivals.

Cars difficult to locate could be overlooked and omitted for days, no one, except the inspector, being any the wiser. Under the present system no such opportunity for laxness exists. Each morning the different railroads furnish the grain samplers on their respective lines with notice of all cars of grain having arrived during the previous twenty-four hours,

and it then becomes obligatory upon these samplers to locate and sample the cars the same day and any failure to do so must be reported to the Department accompanied with a reason for such failure.

It would be much better if the railroads would designate certain sidings in the different railroad yards where all cars of grain should be assembled as soon as possible after arrival each day and thus obviate the necessity for the samplers searching the many sidings covering miles of territory. This would be better for all concerned, as it would not only assist the Inspection Department in expediting the securing of the samples from the cars, but would also insure the prompt inspection and delivery of the grain to the purchaser, at the same time hastening the return of the empty cars to the different railroads.

During the early movement of the new crops all grain fresh from the fields always contains an excessive percentage of moisture, which when confined in bulk and exposed to rising temperature, has a tendency to develop heat, and rapidly changes into an inferior condition. Owing to this fact grain is entitled to be handled with the same expedition usually exercised in handling fruits and vegetables, it being subject to the same rapid changes in condition as freight classed as "perishable." Heavy losses thru the deterioration in condition of grain in transit could be largely avoided if more attention were given to the rapid transit of grain to the market. Instead, as so frequently occurs, cars containing grain are delayed for many days while en route. Railroads should be required to arrange that all cars reported loaded and ready to go at some specified hour in the afternoon should be given the preference to the extent of setting out cars of dead freight, not subject to change in conditions, if necessary, and cars loaded with grain given their place in the night freight trains and thus hastened to market if on a direct line of railroad, or if not, to the junction point, there to be handled in the same manner and with equal promptness, the object being to deliver the grain at the terminal market with the least possible delay. This would prevent much of the deterioration in condition caused by delay and atmospheric changes as well as possible losses thru the daily fluctuations of the market. These suggestions and many others can be made possible and effective only thru the enactment of legislation widening the power of the Railroad and Warehouse Commission, as under the present statute these changes could not be ordered by them.

Whether or not you secure legislation, whereby your interests can be protected and cared for, depends largely upon the wisdom of your action as an organization. To that end I urge you to take an active interest in this matter; let every man do his full duty; do not leave this for your officers, but every member get busy and you will have no trouble in providing needed legislation.

At present I believe everything is being done for the grain trade that is possible under existing laws and the restricted powers of the Railroad and Warehouse Commission. The present system of inspecting grain is immeasurably superior, in every way, as compared with the one in force for more than forty years and could still be much improved if the suggestions made and others which from time to time would present themselves were most carefully considered and advisably acted upon by the Commission, as they would be were it made possible by law.

A. G. Tyng moved a vote of thanks to Senator Berry for his able address. Carried.

Dr. Cyril G. Hopkins, Agronomist of the University of Illinois, read a paper on The Grain Dealers Responsibility for Soil Improvement, from which we take the following:

Soil Improvement.

At the present time our 90 million people consume more than 90 per cent of all the foodstuffs this country offers for human food; and with no more new agricultural lands to be had except in semiarid regions or in small areas of swamps or irrigable arid sections, the question may well be asked, whether our own children will be able to support a high standard of living for perhaps 200 million people forty years hence.

According to the statistics of the United States Government, a comparison of the last five years reported in this century with the last five years of the old century shows that our annual production of wheat

has increased from 500 million to 700 million bus.; that our annual production of corn has increased from 2¼ billion to 2¾ billion bushels; that our wheat exports have decreased from 37 per cent to 17 per cent of our total production; and that our corn exports have decreased from 9 per cent to 3 per cent of our total production. Thus we have added enormously to our supplies of food for domestic consumption, both by increased production and by decreased exportation; but notwithstanding these increased supplies, the average price of wheat by these five-year periods has increased 27 per cent; and the average price of corn has increased 77 per cent.

The latest Year Book of the Department of Agriculture (1909) furnishes the average yields per acre of wheat and corn for four successive ten-year periods, from 1866 to 1905. By combining these into two twenty-year periods, the records of forty years show that the average yield of wheat for the United States increased 1 bushel per acre, while the average yield of corn decreased 1½ bus. per acre, according to the first and second 20-year averages.

If we consider the statistics for the North Central States, from Ohio to Kansas, and from Cairo to Canada, the same 40-year record shows the average yield of wheat to have increased ½ bushel per acre, while the average yield of corn decreased by 2 bushels per acre.

Thus, notwithstanding the great areas of rich virgin soils brought under cultivation in the West and Northwest during the last forty years, notwithstanding the great extension of dredge ditching and tile drainage, and notwithstanding the improvement in seed and in implements of cultivation, the average yield per acre of the two great grain crops of the United States has not even been maintained, the decrease in corn being greater than the increase in wheat, not only for the entire United States, but also for the great new states of the corn belt and wheat belt; and the only means by which we have been able to feed the continued increase in our population has been by increasing our acreage of cultivated crops and by decreasing our exportation of foodstuffs.

And even these crop statistics from the United States Department of Agriculture are evidently influenced by a strong spirit of optimism. The influence becomes readily apparent by comparing the federal crop statistics with the statistics collected by some of the states which have made legal provision for securing more accurate data.

I have the exact average yields of corn and oats for the six years, 1903 to 1908, from 90 farms in the heart of the Illinois corn belt,—yields from measured land, and from the scales. In 1908 these 90 farms included 7,455 acres of corn, 5,417 acres of oats, and 1,959 acres of meadow, pasture, and lots.

The average yields per acre of these 90 farms for the six years are 39.3 bus. of corn and 33.4 bus. of oats; and the average yields for the last three years are 36.6 bus. of corn, and 28.2 bus. of oats. These are not estimates, but ascertained facts. The selection and care of seed, the preparation of the land, and the planting and care of the crops will average better on these 90 farms than on the average corn belt farms.

On one of these same farms the University of Illinois conducts an experimental field. The application of two elements of plant food, nitrogen and phosphorus, in dried blood and steamed bone meal, together with a small amount of lime, produced no increase in the 1902 crop, but increased the yield of corn in 1903 from 50 bus. to 69 bus., a direct increase of 19 bus. per acre. The yield of oats in 1904 was increased by 14 bus.; the yield of wheat in 1905 by 16 bus.; and the yield of corn by 32 bus. in 1906 and by 38 bus. in 1907. The yield of oats in 1908 was increased by 20 bus., and the yield of wheat by 8 bus. in 1909.

Here we have had exactly the same rotation and the same cultivation on both plots for eight years, but as an average of the last two corn crops the yield was 35.3 bus. on the untreated land and 70.4 bus. per acre where plant food has been applied. These are facts, not theories; and they are in harmony with other facts secured during the past eight years from more than twenty soil experiment fields conducted by the University of Illinois in different parts of this state.

I ask you to accept two other Illinois facts: The plowed soil of an acre of the commonest prairie land of the Illinois corn belt does not contain enough nitrogen for 35 such crops of corn as we harvest from our best treated land, and not enough total phosphorus in the plowed soil, 7 inches deep, for 53 such crops, and the subsoil is poorer than the surface for equal strata. These also are facts, and not theories.

I have mentioned various, long-continued rotation experiments only to call your attention to the fact that absolute information exists in great abundance for the proper guidance of Illinois farmers and land owners. If time permitted I could give you a thousand additional proofs of

the value and positive need of returning plant food to the soil from which plant food is removed in crops.

But the greatest need is for the dissemination of information. This knowledge has no practical value except as it is applied. The grain dealer encourages and assists the farmer in depleting his soil, and the grain dealer must also encourage, assist, and instruct the farmer in the matter of restoring needed fertility to his land.

The American farmer has learned well the art of agriculture in the hard school of experience, but the science of agriculture is still in its infancy and its application is almost unknown to him. If the corn-belt farmers are ever to adopt systems of permanent agriculture, it must be done in the near future, or they too will awaken to find their soils impoverished past the point of possible self-redemption—and we need to remember that the city is the first to feel the country's poverty.

In America the art of agriculture still consists in working the land for all that's in it—in working out of the soil by every expedient known to man the fertility which it contains. Even to this date almost every effort put forth by the mass of American farmers has resulted in decreasing the fertility of the soil.

Thus, tile drainage adds nothing to the soil, but only permits the removal of more fertility in the larger crops produced. More thorough tillage with our improved implements of cultivation is merely working the soil for all that's in it. Better seed produces larger crops, but only at the expense of the soil. The rotation of crops acts upon the soil exactly as the rotation of the checkbook among the members of the family would act upon the bank account. The ordinary manufactured acidulated commercial fertilizers, as commonly used in the East and South, serve in part as soil stimulants, and usually leave the land poorer and poorer year by year.

The decision by the individual between live-stock farming and grain farming should be based upon preference and profit rather than upon the erroneous teaching that farm manure is either essential or sufficient to the maintenance of soil fertility.

There are six essential positive factors in crop production: The seed, the soil, heat, light, moisture, and plant food. The American people give much thought to the selection of good seed, the soil is well prepared and well tilled, and the heat, light and moisture are usually well provided by our favorable climate; and if



After the Decatur Meeting Waiting for Just One More Meal at the St. Nicholas.

the soil is properly drained and well cultivated the moisture and soil temperature are controlled so far as practicable; thus, five of these factors are commonly provided in a fair degree of abundance or perfection; but the sixth essential factor, that of plant food, is ignored, misunderstood, or neglected, not only by the farmers and land owners, but even by our own Federal Bureau of Soils, notwithstanding the fact that food for plants is just as important as food for animals.

There are ten essential elements of plant food. Five of these are provided by nature in abundance; namely, carbon and oxygen, secured by the growing plant directly from the air in the carbon dioxide taken in through the leaf pores, hydrogen from water absorbed by the plant roots, iron, required by crops in small amount and furnished by all soils in inexhaustible quantities, and sulfur, which is supplied by soil and rain in sufficient abundance to meet the meager requirements of the crops.

The remaining five elements are nitrogen, phosphorus, calcium, magnesium, and potassium. The supply and liberation of these five essential elements of plant food constitute the foundation of permanent agriculture on all normal cultivable soils in humid sections.

One of these elements, nitrogen, exists in the atmosphere in absolutely inexhaustible amount, and for general farming it can be secured from the air most economically by the growing of legume crops, which by means of the symbiotic root-tubercle bacteria have power to utilize the free nitrogen of the air; and, if these crops are plowed under, either directly or in farm manure, the soil nitrogen is thus increased, and at the same time additional organic matter is supplied, which improves the tilth, facilitates tillage, increases porosity and the absorbent and water-holding power of the soil, and which, as it decays in the soil, helps to liberate or make available the other four important elements requiring consideration. From this abundant source, nitrogen should thus be added to the soil to meet the quantitative requirements of all non-leguminous crops; but the fact is that very considerable portions of our depleted lands remain unproductive because of the practical exhaustion of the soil's supply of nitrogen and organic matter.

The four other elements are contained only in the soil or earth, and one of these, phosphorus, is in a class by itself, because the normal soil contains so little and the staple crops require so much that the yields of all crops, including legumes, are often limited because the amount of phosphorus that can be liberated from the meager supply in the soil is inadequate to meet the needs of large crops. Yet this is the element of which we permit the annual exportation of more than twice the quantity required for the total wheat crop of the United States. For every five dollars of foreign money that we now receive at our phosphate mines this exported material would be worth at least a thousand dollars to our own children for the production of wheat.

Most soils contain very considerable amounts of calcium and magnesium; but as the organic matter has a value aside from the nitrogen it contains, so limestone has a value for correcting soil acidity aside from the calcium or magnesium which it contains. To help one to understand the easy solution of this phase of the problem, I need only to mention that there are millions of tons of dolomitic limestone now lying on the banks of the Chicago drainage canal, carrying both magnesium and calcium and the power to correct soil acidity; and that practically inexhaustible deposits of both calcium and magnesium limestones are found in almost every state.

This leaves only the element potassium for further consideration, and all will be glad to know that the plowed soil of an acre of the common lands of the corn belt contains sufficient potassium for forty bushels of wheat per acre every year for more than two thousand years, and the subsoil is still richer. In fact there is as much potassium in this soil, ton for ton, as there is in the most common commercial fertilizers.

We may well emphasize the fact that worn hill lands are often well supplied with all of the essential mineral elements and require only the addition of organic matter and nitrogen to restore their productivity; and, where such soils are subject to moderate surface washing and are thus renewed from subsoils rich in mineral plant food, they can be permanently maintained in moderate productive power by the intelligent use of legume crops and occasional application of limestone where needed.

We need not forget that there are some abnormal soils, such for example as the true hardpan lands, soils with tight, gummy clay subsoils, and other physically imperfect soils; the extensive areas of peaty swamp land and some sand lands, both of which are extremely deficient in the element potassium; and also the phosphatic limestone soils of the Central Basin of Tennessee and the Blue Grass Region of Kentucky, which are abnormally rich in phosphorus; but, as a rule, the normal soils of the United States differ in productive power as they differ in composition with respect to phosphorus, organic matter with its nitrogen content, and limestone with its power to correct soil acidity and its supply of calcium and magnesium; and the greatest immediate need in this country is for more general intelligence among people of influence concerning the principles which must underlie systems of permanent agriculture, the only foundation upon which the prosperity of the state and nation can be maintained.

Why do we permit the annual exportation of more than a million tons of our best phosphate rock, for which we receive at the mines the paltry sum of five million dollars, carrying away from the United States an amount of the one element of plant food we shall ever need to buy, which if retained in this country and applied to our own soils, would be worth not five million but a thousand million dollars, for the production of food for the oncoming generation of Americans.

Why this exportation? Because the great majority of the present owners of American lands learned only the art of agriculture and were never taught the science of farming,—and the fact may well be emphasized that the responsibility rests not with the farmer, but with the people of trained minds and business ability, who know that knowledge exists and know where and how to get it, and who, if they would, could secure such fundamental information themselves, and also disseminate it among the farmers and land owners whom they meet face to face. The grain dealer's responsibility is great in this regard.

Why should the average yield of corn in the United States be only 35 bushels per acre and the average yield in Illinois be only 35 bushels per acre, when the average yield upon the farm of the University of Illinois on normal soils under practical, profitable and permanent scientific systems is from 87 to 90 bushels per acre?

All these are only samples of many, many proofs that are easily available to any man or woman of the most moderate education, and that are as easily comprehended or understood as the common problems of the average business man.

W. L. Shellabarger of Decatur in speaking to the question, Are Shippers Who Sell "No. 3 or better" Entitled to a Premium for the "or better" Grain? I think not. If he does not want to deliver the better grain at the same price then he should not sell it at that price. Because the track buyer accepts his No. 4 at a discount does not bind him to pay a premium for the better grain. Shippers are chumps to give the buyers the better grain at the same price. We should wipe No. 2 corn off the list. I am glad to say that a resolution has been prepared asking for pay for what we deliver. Let us sell the grade of corn we can deliver and demand its full value.

H. A. Hillmer of the Resolution Committee reported the following, which were adopted without opposition:

Resolutions.

Endorse Produce Exchanges.

WHEREAS, a wide, open and competitive market for agricultural products as afforded by the Produce Exchanges of this country and the Board of Trade of the City of Chicago, in particular, is a vital necessity to the grain dealers and grain producers of Illinois, and,

WHEREAS, the great public utility of said Produce Exchanges has been greatly obscured in the public mind by its constant confusion with the illegal and immoral bucket-shop and other purely gambling institutions, and,

WHEREAS, the grain dealers of Illinois view with alarm the proposed drastic and sweeping legislation now advocated before Congress and various State Legislatures aimed to eliminate the buying and selling of agricultural products for future delivery

and the free play of legitimate speculation in the trade of such products, as now operated upon the said Produce Exchanges, therefore be it

RESOLVED, that the grain dealers of the State of Illinois in Convention assembled at Decatur, on the seventh day of June in the year of our Lord nineteen hundred ten, declare its position to be that of co-operation with, and not antagonism to, the legitimate Produce Exchanges of this country, and the Board of Trade of the City of Chicago in particular. Be it further

RESOLVED, that, in the judgment of this Convention, the modern Produce Exchanges, the system of buying and selling agricultural products for future delivery and the legitimate, intelligent speculation in the prices of same, are indispensable factors in the grain trade, the elimination of which would destroy the most economic and scientific methods which time and experience have yet evolved for the marketing of the immense agricultural products of this country at the least expense and greatest convenience. Be it further

RESOLVED, that a copy of these resolutions be forwarded to all Illinois members of Congress, the Governor and all members of the legislature of this State.

Demand for Improvement of Railroad Equipment.

WHEREAS, a large percent of the equipment furnished by the several railroads operating in the State of Illinois for the loading of grain, is not in suitable condition for such grain loading, therefore be it,

RESOLVED, that the Secretary of this Ass'n shall at once notify the proper officials of the roads operating within the State of Illinois, of the urgent necessity of making special efforts to put such equipment in proper condition for grain loading and that the matter should receive their immediate attention and not be delayed until the crop movement is on when it is impossible for the Railroads to secure the necessary help to make such needed repairs.

RESOLVED, further, that a copy of these resolutions be forwarded to the Chairman of the Railroad & Warehouse Commission and that said Commission be requested to use its best efforts in bringing about the desired results.

Revision of Trade Rules.

WHEREAS, the Trade Rules of the Grain Dealers National Ass'n were adopted Oct. 3, 1902, amended Oct. 8, 1903, and revised Jan. 1, 1906, and

WHEREAS, the customs, conditions and methods in the grain trade have materially changed, therefore be it

RESOLVED, that the President of the Grain Dealers National Ass'n be respectfully requested to appoint a committee consisting of an equal number of members who are country shippers selected from Ass'ns affiliated with the Grain Dealers National Ass'n, and a like number of direct members of the Grain Dealers National Ass'n, to thoroughly revise said trade rules and make report at the Grain Dealers National Ass'n meeting to be held in Chicago during October, 1910.

State Crop Statistics.

This Ass'n deplores the inadequacy of the crop statistics of the State Board of Agriculture of Illinois, and petitions that body to adopt such methods as will bring the statistical reports up to the high standard of its monthly reports on conditions, and pledges its active co-operation to the Board in attaining this object.

The Ass'n believes that the present method of asking our farmers to reveal the profits or losses of their operations is inadvisable and suggests that the inquiries be restricted to acreage, yield and production, which change we believe will place our state's statistics on a more accurate basis.

Movement of Grain by Railroads.

WHEREAS, there have been in the past severe losses suffered by grain shippers on account of unreasonable delay in delivery, and

WHEREAS, there is no rule established fixing the time of movement of grain by the railroads, therefore be it

RESOLVED, that the Railroad & Warehouse Commission of the state be respectfully requested to formulate rules to cover the movement of grain by the rails of the state.

County Experiment Farms.

WHEREAS, the natural resources of the State of Illinois, are practically unbounded; valuable beyond computation; and capable of supplying the needs of all coming citizens of the State if properly developed;

WHEREAS, the State has for thirty years maintained an Experiment Station at the University of Illinois at Urbana; and

WHEREAS, the time has come when all the farmers of the State should be enabled

to have the benefits of the knowledge gained at the State Experiment Station; therefore be it.

RESOLVED, that the State Legislature is hereby requested to make sufficient appropriation as will enable the Director of the Agricultural College, to establish an Experiment or Demonstration Farm in each of the Counties of the State, excluding Cook.

Soil Fertility.

WHEREAS, there is no question today of more vital importance than soil fertility, and

WHEREAS, our average crop production per acre is going down and not keeping pace with increase in population; be it hereby

RESOLVED, that we, The Illinois Grain Dealers in Convention Assembled here today do hereby pledge ourselves, singly and collectively, to do all in our power, in conjunction with other commercial bodies, to emphasize to the farmer the need of better soil culture and greater crop production.

Abolish Double Weighing Charge.

WHEREAS, The Illinois State Board of Railroad & Warehouse Commissioners do not weigh grain in any of its markets, except at East St. Louis, Venice and Madison, and

WHEREAS, the exaction of State weights at the places named by the said Commissioners, is discrimination between the markets of the State, resulting in a hardship on Illinois shippers, who are obliged to pay a double charge for weighing when shipping to those points; be it

RESOLVED, by the Illinois Grain Dealers, in convention assembled, that we protest against the action of the Board of Railroad & Warehouse Commissioners in imposing a charge for State weights at East St. Louis and places contiguous thereto; it is also

RESOLVED, that we commend the action of the President, Secretary and Governing Board of our Organization, who several months ago petitioned the Board of Railroad & Warehouse Commissioners to waive the State weighing of grain at East St. Louis, Venice and Madison in favor of the Merchants Exchange department of weights, which are demanded by shippers; and be it further

RESOLVED, that we hereby renew that petition and pray for its prompt consideration by the said Commissioners to that end, and that a copy of this resolution be mailed to the Illinois State Board of Railroad & Warehouse Commissioners.

Death of Members.

WHEREAS, this Association, has lost by death, during the past year, the following members:

E. Cole, of Geo. W. Cole & Co., Bushnell. Samuel Mosiman, of Mosiman Grain Co., Morton.

Warren R. Buckley, of Buckley, Pursley & Co., Peoria.

Charles R. Shaw, of Shaw-Garner Co., Rockport.

RESOLVED, that by the demise of these brethren, members of this Association, the organization has suffered an irreparable loss. We mourn our loss; we deeply sympathize with the bereaved families, and extend to them our sincerest sympathy.

RESOLVED, that a copy of these resolutions, be entered upon the records of this Association, and that a copy thereof, be forwarded by the Secretary, to each bereaved family.

Bids Shud Be for Specific Grades.

WHEREAS, the practice of selling grain of specified grade or better, deprives the dealer of such premiums as may be current for the "or better" grades, therefore be it

RESOLVED that it is the sense of this Ass'n that all bids for grain should be made for each specific grade and that the Secretary of this Ass'n be requested to so notify bidders.

Other resolutions adopted endorsed New Orleans as the logical point for holding the 1915 exposition in celebration of the completion of the Panama canal, besought members to reply more promptly to queries from the Secretary regarding crops, thanked officers, the Decatur dealers and speakers, expressed sympathy with Hon. L. Y. Sherman in the loss of his wife and endorsed the Williams Car Door.

A resolution relating to moisture tests and discounts was referred to the Board of Directors.

H. H. Newell of the Nominating Com-

mittee reported the following nominees, all of whom were elected:

Geo. D. Montelius, Piper City for Pres.; H. A. Hillmer of Freeport for Vice Pres.; H. I. Baldwin of Decatur for Treas. The three directors elected were J. E. Collins, Garrett; Geo. W. Cole, Bushnell and W. L. Shellabarger, Decatur.

Adjourned sine die.

Convention Notes.

Nashville sent happy Harry Hughes.

Michigan sent Mr. and Mrs. W. E. Shelden of Jackson.

All the way from Wilkes-Barre, Pa., came Cyrus S. Weiss.

E. D. Wilkes talked Kennedy Kar Liners into the hats of all.

Not every one discovered Room 11 and some who did, did not return.

Kentucky sent F. W. Scholl of Louisville and H. E. O'Bryan of Owensboro.

W. B. Foresman represented Crabbs-Reynolds-Taylor Co., Crawfordsville, Ind.

Bert Boyd brot his dear little pet chicken, but it did not enjoy itself one minute.

From Ohio were H. L. Goemann of Mansfield and F. E. Watkins of Cleveland.

Thos. Lamb, Jr., Pres. of the Farmers Co-Operative Ass'n, attended the last session.

Some of the delegates developed such a thirst it became necessary to call out the fire department.

Identification badges bearing the names of the wearer were supplied by the Grain Dealers Fire Ins. Co.

Buffalo sent M. Purcell, representing Buffalo Cereal Co., and J. J. Rammacher of the Eastern Grain Co.

New Orleans was represented by Chief Inspector W. L. Richeson and R. C. Jordan, Supt. of Ill. Cent. eltrs.

They anchored the sleepers from Chicago outside the city limits when they heard Decatur is a dry town.—A. G. Tyng.

A five bushel automatic Richardson Scale and a working model of the National Automatic Scale Co. were exhibited in the lobby of St. Nick.

Immediately after adjournment the Board of Directors met, reelected S. W. Strong secretary for the ensuing year and advanced his salary to \$2,500 per year.

The Ass'n shud adopt a rule that no speaker shall be granted more than twenty minutes at any session. Long winded papers drive too many members from the hall.

Insurance men present were C. A. McCotter, Sec'y C. O. Garver and B. J. Alley of the Grain Dealers Fire Ins. Co., and C. H. Cole, representing Millers National Ins. Co.

Grain inspectors in attendance were E. H. Culver of Toledo, W. L. Richeson of New Orleans, S. H. Smith of Chicago, F. B. Tompkins of Peoria and J. R. Gillsiepe of Cairo.

J. W. Ford came from Good Hope, 141 miles, in an automobile and picked up Geo. W. Cole of Bushnell and C. L. Grimsley of Swan Creek. They made the run in less than six hours.

Peoria was represented by W. R. Moore of Rumsey, Moore & Co.; A. G. Tyng, of Tyng, Hall & Co.; C. C. Miles, of P. B. & C. C. Miles; J. M. Quinn, J.

H. Ridge, Louis Mueller, B. E. Miles and C. H. Feltman.

E. M. McCartney of Albany, Ill., one of the Grain Dealers Journal representatives at the meeting was run over by an interurban car at Bondville this noon and died at Champaign. Altho he had been with the Journal but a short time he had made many friends in the trade.

Grain cleaner men were out in unusual numbers. The Union Iron Works was represented by Max H. Hurd, C. W. Ward and F. J. Temple; The Beall Improvements Co., by L. D. White; Invincible Grain Cleaner Co., by J. H. Pank; Philip Smith Mfg. Co., by E. H. Young.

Automatic scale makers were W. B. Smith and I. Speer, reptg. Richardson Scale Co.; W. F. Callear, reptg. the Avery Scale Co.; C. F. Byerly, reptg. The Winters-Coleman Scale Co.; Angus McLeod and P. J. Johnson, reptg. National Automatic Scale Co.; S. P. Young, reptg. Fairbanks, Morse & Co.; D. G. Dearborn and W. H. Pierce.

The Indianapolis delegation included B. A. Boyd, M. T. Dillen, C. A. Greathouse of Files-Greathouse Grain Co., J. T. Gehring, F. G. Heinmiller, representing Alder Grain Co.; Cary Jackson, representing Hoosier Grain Co.; F. M. Montgomery of Jordan & Montgomery Co., E. K. Shepperd, F. A. Witt of Stebbins-Witt Grain Co.

Souvenirs distributed were a silver watch fob and lead pencil by Philip H. Schifflin & Co., a cake of soap and lead pencil by Philip Smith Mfg. Co., pocket memorandum book by Union Iron Works, coin purse by Goffe & Carkener Co., fountain of youth pencils by W. E. Shelden, pocket mirrors by Files-Greathouse Co., matches by Picker & Beardsley and Merchant's Exchange Publicity Buro.

The St. Louis Merchants Exchange engaged a large room on the main floor of the St. Nicholas Hotel, which was presided over by Bert Ball. A large banner was stretched in front of the hotel upon which appeared "Headquarters St. Louis Merchants Exchange." Music was provided at headquarters. The St. Louis badge represented a bull and bear holding scales at an equal balance, under which was inscribed "A Square Deal to Both."

The St. Louis delegation included Bert Ball, mgr. Publicity Buro Merchant's Exchange; C. P. Cummings, reptg. Goffe & Carkener Co.; J. A. Connor, of Connor Bros. & Co.; E. F. Catlin, E. F. Daly, J. M. Fuller of Slack-Fuller Grain Co.; H. Hunter, H. F. Ketchum, M. J. Mullally of John Mullally Com'isn Co., T. B. Morton, S. T. Marshall, H. Nolan, Erick Picker and R. F. Scott of Picker & Beardsley Com'isn Co., W. W. Powell of Powell & O'Rourke, J. D. & M. R. Parrott, B. Powell, A. J. Rogers, H. H. Savage, J. F. Vincent, H. A. Von Rump, S. A. Whitehead, D. W. Clifton and R. S. Nelson of Nanson Com'isn Co., F. L. Wallace, C. L. Wright and O. Woolrich.

The Chicago delegation included W. H. Axtater and E. D. McDougal, reptg. Armour Grain Co.; Edward Andrews, J. A. Warring and M. M. Adrian, reptg. Bogert, Maltby & Co.; John H. Ashum, reptg. Walter Fitch & Co.; J. F. Bourke, E. H. Young and R. W. Carder, reptg. W. A. Fraser Co.; W. P. Carroll, W. M. Christie and H. R. Sawyer, reptg. J. H. Dole & Co.; F. G. Coe, R. G. Freymark, E. J. Feehery, P. S. Goodman, W. M. Hirschy, reptg. J. C. Shafer & Co.; J. W.

Radford and Gordon Hannah, rptg. Pope & Eckhardt Co.; G. S. Hutchison, rptg. Albert Dickinson Co.; F. H. Huntting, F. W. Maynard, J. C. MacGinnitie, rptg. E. W. Wagner & Co.; W. J. Morphew, rptg. Ware & Leland; J. W. Maloney; Dean L. Moberley, rptg. Arthur R. Sawers; H. H. Newell, rptg. H. W. Rogers & Co.; Edward Plagge, rptg. Merchants Grain Co.; W. H. Perrine of W. H. Perrine & Co., H. A. Rumsey of Rumsey & Co.; F. D. Stevers; J. D. Stacy, rptg. McKenna & Rogers; H. G. Smith; P. H. Schifflin and O. C. White of P. H. Schifflin & Co.; H. C. Shaw and M. L. Vehon, rptg. Rosenbaum Bros.; B. F. Traxler, M. L. R. Tankersley, A. E. Schuyler, asst. weigh master, and J. A. Schmitz, scale expert Board of Trade Weighing Dept.; M. J. Timberlake, rptg. T. E. Wells & Co.; F. G. Winters; A. E. Wood, rptg. E. W. Bailey & Co.; T. E. Moran and F. E. Winans of F. E. Winans & Co.; C. A. Legg, Counsel Executive Com'tes.

Among the Illinois shippers present were:

H. Allen, Broadlands; F. S. Betts, Cerre Gordo; L. E. Brubaker, Bushnell; A. Branyon, Assumption; E. C. Baldwin, Bloomington; F. A. Brums, North Richie; A. M. Blythe, Gays; A. Bramfair, Assumption; O. C. Benson, Fairmont; C. U. Bowers, Covell; H. W. Bailey, DeWitt. J. E. Collins, Garrett; T. E. Condon, Pesotum; H. J. Casley, Argenta; E. L. Coyle, Gridley; G. R. Catlett, Fairmont; C. J. Claudon, Fairbury; B. F. Colehower, Long Point; G. W. Cole, Bushnell; E. W. Crowe, Blue Mound; Martin E. Connard, Elwin; J. B. Coleman, Long Point. O. C. Davis, Galesburg; C. A. Dryer, Champaign; C. E. Davis, Arthur; Geo. C. Dunaway, Utica; J. M. Duncan, Litner; V. Dewein, Warrensburg; A. C. Duncan, Litner; T. E. Doyle, Morrisonville; A. G. & G. A. DeLong, Foosland; J. L. Douglass, Shirley; F. L. Duncan, Seaton; D. Elmore, Ashton.

A. W. Ford, Scottsburg; J. M. Foglesong, Sheldon; W. P. Foster, Sadorus; W. L. Finson, Monticello; J. H. Graham, Du-rand; E. D. Graham, C. O. Garver, Champaign; C. L. Grimsley, Swan Creek; J. M. Greene, Wapello.

V. Hawthorne, La Place; F. H. Hanning, Champaign; B. P. Hill, Freeport; P. H. Hayes, Galesville; A. L. Harrison, Dwight; W. T. Hardin, Deland; O. L. Howell, Arthur; V. L. Horton, Tolono; J. K. Horton, Garrett; Geo. Harsh, H. A. Hillmer, Freeport; C. E. Hitch, West Ridge; A. L. Hardin, Charleston; E. C. Hollis, Heyworth; R. J. Hosenwinkle, Bloomington; C. W. Johnson, Belleflower; E. W. Jokisch, Boody; M. A. Kirk, Bondville; T. J. Kizer, Hammond; T. C. Kearney, Lanton.

H. B. Lacharite, Assumption; Wm. Loveless, Taylorville; F. R. Ludwig, Champaign; H. C. Luckenbill, Argenta; M. A. Leach, Cornland; C. R. Mitchell, Ashmore; G. D. Montelius, Piper City; N. A. Mansfield, Niantic; J. M. Maguire, Campus; R. T. Miles, Fisher; M. A. Mansfield, Illiopolis; O. H. Nuland, Pekin; W. Noble, Foosland; Thos. New, Rantoul.

J. C. Porter, Deland; W. Peck, Monticello; T. H. Pletsch, Bloomington; W. C. Price, Brocton; C. D. Parret, Farmer City; J. W. Prather, Williamsville; B. F. Quigg, Minier; R. J. Rallsback, Hopedale; Geo. Ritcher, Owaneco; J. C. Roe, Hayes; Wm. Ritchie, Warrensburg; R. J. Riley, Forrest; J. Roney, Dalton City.

W. H. Spellman, Lincoln; J. W. Steele, Foosland; H. E. Selby, Golden; J. Steele, Dickerson; H. L. Schmutt, Morton; L. E. Slick, Bloomington; J. P. Sledge, Champaign; L. A. Schulhafer, Champaign; T. E. Samuel, Milmine; W. Samuel, Milmine; H. L. Schmutz, Tremont; N. J. Sinclair, Ashland; C. O. Swift, Bloomington; L. A. Seipp, Assumption; H. H. and L. A. Tripp, Assumption; S. S. Tanner, Minier; H. T. Truby, Joliet.

E. R. Ulrich, Springfield; E. M. Wayne, Delavan; W. A. Webb, Weldon; E. D. Wilkes, Shelbyville; R. L. Williams, Grayville; H. H. Wright, Brocton; C. H. Wade, Paris; J. V. Williams, Strawn.

ENTERTAINMENT OF THE LADIES.

On Tuesday from 3:00 to 5:00 p. m., Mrs. H. I. Baldwin at her residence, was hostess to a delightful reception given in honor of the ladies accompanying the grain men. In the dining room of the Baldwin home, which was beautifully decorated with Kilarny roses and ferns, refreshments were served to about 30 guests. The remainder

of the afternoon was spent in the garden beautiful, where punch was served by some of the young ladies of Decatur. In the evening the visitors attended a vaudeville show and kalediscopes entertainment.

At one o'clock Wednesday, luncheon was served at the Decatur Country Club, the tables being tastefully decorated in yellow and green, with pink roses as floral decorations. The music was furnished by the University Glee Club quartette, followed by Mr. H. A. Rumsey of Chicago, who made a hit with several monologues.

Although a marked absence of men, dancing was indulged in, such a trifling omission did not seem to mar the occasion in the least. The entertainment committee gave each visiting lady a real surprise in the form of a sterling silver individual tea ball.

The party left the country club about 3:30 p. m., and the remainder of the afternoon was spent in an automobile trip through Decatur and the suburbs.

The Entertainment Committee, J. E. Collins, C. P. Cline and H. I. Baldwin, together with W. L. Shellabarger, Mrs. Baldwin and the others who made things so very pleasant for the visiting ladies, surely deserve a vote of thanks for their pleasing efforts.

Among the visiting ladies were Mrs. W. A. Webb, Weldon; Mrs. W. E. Sheldon, Jackson, Mich.; Mrs. C. O. Garver, Champaign; Mrs. S. W. Strong, Pontiac; Mrs. Foote, Sadorus; Mrs. C. P. Cummings, St. Louis; Mrs. H. J. Casley, Argenta; Mrs. Thos. New, Rantoul; Mrs. Thos. Ogden and Mrs. J. M. Jones, Dewey; Mrs. G. A. Davis, Decatur; Mrs. S. S. Tanner, Minier; Mrs. J. A. Twist, Taylorville; Mrs. J. N. Hairgrove, Virden; Mrs. W. R. Bach, Bloomington; Mrs. T. E. Condon, Pesotum; Mrs. J. K. Horton, Garrett; Mrs. C. E. Davis, Arthur; Mrs. Geo. H. Hight, Macon; Mrs. H. L. Kaga, Camargo; Mrs. G. D. and the Misses Montelius, Piper City; Mrs. G. R. Catlett, Fairmont; Mrs. O. C. Benson, Fairmont; Mrs. R. W. Carder, Chicago; Mrs. F. M. Witt, Indianapolis; Miss Etta and Mrs. F. B. Quigg, Minier; Mrs. A. M. Blythe, Gays; Mrs. R. T. Miles, Fisher; Mrs. J. L. Bush, Tuscola.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Calgary, Alta., May 30.—All grain looks good, but a little rain is needed.—D. O. McHugh.

Ottawa, Ont.—The percentage of spring wheat sown in Canada, May 1, was 68.8; oats sown, 47.01%; barley, 37%; total percentage of seeding completed in Canada by May 1, 55.68.—Archibald Blue, chief of Census & Statistics, Dept. of Agri.

Calgary, Alta., May 16.—After making allowance for fields reseeded this spring, the area of winter wheat is 26% greater than that harvested last year; of spring wheat, 51% greater; of oats, 10%; barley, 36%. Estimated acreage sown to grain in this province, to be harvested the present season, includes 128,670 acres of winter wheat, 488,183 acres of spring wheat, 762,460 of oats, 147,150 of barley, 18,390 of flax, 1,695 of speltz, and 6,385 acres of rye.—Duncan Marshall, minister of Agri.

ILLINOIS.

Heyworth, Ill., June 7.—Corn looks fair, wheat and oats fine.—E. C. Hollis.

Galesburg, Ill., June 7.—Oats look good but corn is backward.—C. C. Davis.

Covell, Ill., June 7.—Corn is small but looks good. Oats fine.—Chas. U. Bower.

Champaign, Ill., June 7.—Wheat and oats are fine; corn not so good, poor stand.—C. A. Dryer.

Paris, Ill., June 8.—Crop prospect is good, all we need is the right kind of weather.—C. H. Wade.

Henning, Ill., May 28.—We have one of the finest prospects for oats crop in years.—C. C. White.

Hammond, Ill., June 6.—Oats and wheat fair; some fly; 50% corn replanted; acreage about same.—T. J. Kizer.

Dalton City, Ill., June 8.—The corn crop is poor, much is being replanted. Oats look good. Considerable old corn in our section.—John Rockey, Dalton City Grain Co.

Freeport, Ill., June 7.—Small grain is good. Corn is backward with a fair stand, 10% to 20% replanted.—H. A. Hillmer.

Beecher, Ill., May 31.—Crops are backward. Corn looks poor and yellow. Oats have a good stand but are short.—F. G. Clويد.

Foosland, Ill., June 7.—Corn is late and indications point to a short crop. Oats look fine. Wheat is a trifle thin.—James N. Steele.

Fairbury, Ill., June 8.—Wheat is heading out short and I believe the corn will too, looks poor.—C. J. Claudon, M. B. Claudon & Son.

Seaton, Ill., June 6.—Corn 75% stand, fair condition. Oats is good. Lots of replanting corn. Wheat is pretty good.—F. L. Duncan.

Scottsburg, Ill., June 6.—Wheat and oats look good. Some corn been planted over three times; acreage larger than usual.—A. W. Ford.

Bondville, Ill., June 6.—Plenty of time for a corn crop. Oats are good. Wheat acreage usually light. Ground is in poor shape.—M. A. Kirk.

Deland, Ill., June 6.—Corn small, ground in good shape; fair acreage. Oats look fine; and what wheat there is looks goods.—W. G. Harden.

Long Point, Ill., June 6.—Trouble with seed, some not up yet; poor stand; same acreage. Oats good; same acreage; full crop.—J. B. Colehour.

Farmer City, Ill., June 8.—Crops couldn't be better the corn is, of course, a little backward as everywhere else.—C. D. Parret, Fr. City Grain Co.

Decatur, Ill., June 8.—Corn needs increased temperature; a normal crop. Wheat will be a normal crop. Oats will be a bumper crop.—Farris & Cannon.

Corn rather discouraging in Illinois. Oats look good. Wheat varies; in some places it looks good and in others poor.—E. H. Young, W. A. Fraser Co., Chicago.

In Jo Daviess County the chinch bug is so numerous it looks like they will have to abandon corn growing for a time.—P. S. Goodman, of Clement, Curtis & Co.

Galesburg, Ill., June 8.—Everything looks good, oats especially and corn prospects are fair. Wheat is the average small acreage.—P. H. Hayes, Hayes Bros.

Fisher, Ill., June 7.—Oats and corn look fairly well and both are of large acreage. The small acreage of wheat will be a good yield.—R. T. Miles, of R. T. Miles & Co.

Brocton, Ill., June 8.—Oats good and about same acreage. Corn will come out with warm weather. Very little wheat acreage.—W. C. Price, mgr. Brocton Eltr. Co.

DeWitt, Ill., June 8.—Oats look good, acreage about the same. Corn is small. Wheat is good but heads are short. Some spring wheat and it looks good.—H. W. Bailey.

Long Point, Ill., June 7.—Oats are good. Corn has been planted two and three times and we do not yet know its condition; about 25% back in farmers' hands.—B. F. Colehower.

Assumption, Ill., June 7.—Wheat doesn't look well, short head and fly in it. Oats look very well. Considerable replanting of corn and no growth.—A. Branyan, mgr. Farmers Grain Co.

Shirley, Ill., June 8.—Too much replanting of corn, acreage about the same. Corn planted May 1, has been replanted from 25 to 40 per cent. Oats look fairly good, acreage the same. Wheat is an average.—J. L. Douglass.

Joliet, Ill., June 7.—Corn is poor in color and stand and will not make more than 50% to 75% of a crop. Some farmers in this community have planted their crops three times. Oats look good but a little short. Wheat prospects are fine.—H. Truby.

German Valley, Ill., June 7.—Oats doing fine. Corn very small and yellow owing to continued cold weather, hardly any growth noticeable and cultivation retarded greatly. Acreage of both corn and oats about same as last year.—T. J. Cordes, agt. H. A. Hillmer Co.

Stonington, Ill., June 7.—Drove thru a territory about 5 miles square this morning and found crops looking much better than I had expected. Wheat looks good, the farmers claim the fly is getting in its work. Oats are so rank that if they continue their present growth they will go down. Corn is small but clean; considerable is plowed over, and I consider the stand an average of former years. About all now needed is good weather.—A. W. Walls, mgr. Stonington Farmers Grain Co.

Hutsonville, Ill., June 8.—Corn small and late but with good weather will make a better crop than last year. Oats look better than ever; the crop will exceed last year's from 35 to 50%. Wheat will not make more than 50% of a crop owing to the Hessian fly.—W. B. Hurst.

Chicago, Ill., June 8.—Corn in Illinois is backward and a trifle thin, and with even the best of weather, it will not make as good a crop as last year. Oats look fine. Wheat also is good, and more will probably be shipped this year than ever before.—Edward Plagge, Merchants Grain Co.

Swan Creek, Ill., June 8.—Corn a good stand; with warm weather it will make as good a crop as last year; 40 per cent of last year's crop still in farmers' hands. Wheat is thin in places and will make a poor crop. Oats are fine.—C. L. Grimsley.

Decatur, Ill., June 7.—Corn is in good condition, and with good weather will make a 100 per cent crop. Oats are an exceedingly good prospect. Wheat looks good, and there is a large acreage in this part of the state this year.—J. H. Alexander.

Petersburg, Ill., May 31.—Some old corn in the country, practically no oats and a little wheat. Growing oats look good. Wheat heading out but badly damaged by Hessian fly; some has been plowed up. Corn planting all done; a few had to replant.—Five Points Grain Co.

Bushnell, Ill., June 8.—Wheat looks fair but will not make more than 75% of last year's crop. Between here and Beardstown fly is doing considerable damage. Corn is off color, but with good weather will make a 75% crop. Oats first rate.—L. E. Brewbaker.

Florence Station, Ill., June 6.—Crops are good except corn which is only a two-thirds stand and several farmers are replanting with no seed in sight except crisp corn. Farmers are not selling grain at present prices and will not sell corn until the prospects for that crop are better. Weather is cold and wet and the corn quite yellow.—Alfred Cram, agt. H. A. Hillmer Co.

The best prospects for oats in Illinois, Iowa and Missouri I ever saw. Eastern Illinois will have about 3/4 of a wheat crop east of the Illinois River; west, about half. North of Galesburg, Ill., the corn is very backward; south, the stand is much better, due to better seed, but diminishes going north. Largest percentage of grain in farmers' hands I ever saw; they are waiting for better prices.—H. Clay Shaw.

Corn in southern Illinois and Indiana is short in size, but is clean and well cultivated, and with warm weather, a good crop is assured; 40% of last year's corn crop is still in farmers' hands, and they are holding for a 60c price. More wheat being grown in the southern part of Illinois, than ever before. The oat crop prospect is the best that I have ever seen in the thirty-five years that I have been in the business.—Joseph Gehring, Cleveland Grain Co.

INDIANA.

Linden, Ind., June 2.—Corn is not what it should be. Wheat is poor. Oats look good.—L. L. Heffner.

Lyon Station, Ind., June 2.—Wheat crop below the average; acreage about the same as last year. Corn looks bad, poor stand. Average acreage.—T. O. Stanley.

Hobbs, Ind., June 2.—Wheat acreage 110% of last year; condition 98%. Oats acreage 80%; condition, 93%. Corn acreage 125%; condition good.—A. M. House.

Colfax, Ind., June 2.—Corn does not look good so far but warm weather will probably bring it out, considerable replanted. Oats and wheat look fairly well.—W. R. Beck.

Plymouth, Ind., June 2.—Wheat and oats are good. Can not yet tell about corn; good acreage and some replanting, but not a great amount.—S. K. Bankert, Ball & Bankert.

Pittsboro, Ind., June 3.—Wheat not very good and acreage way short of last year. Corn and oats retarded by bad weather; good acreage; no indication of the fly as yet.—A. Fowler.

Darlington, Ind., June 2.—Corn looks bad, considerable replanting. Oats good, wheat thin; larger acreage of oats than wheat this year because last fall was so dry.—George M. Malsbary.

Crawfordsville, Ind., June 4.—We consider the prospects for wheat discouraging in this section. A large acreage of oats, and there will be a full crop. Corn needs warm weather seriously and unless we get it within a very short time the crop will be injured materially.—A. E. Reynolds, of Crabbs, Reynolds, Taylor Co.

Lizton, Ind., June 3.—Acreage of wheat, corn and oats is above the average in this locality, and the prospects for average crops are fair. Weather unfavorable for corn.—C. F. Wall, of Wall Bros.

Indianapolis, Ind., June 2.—I believe this weather is going to tell on the crops. I know of a case where for three weeks 18 fields have been watched closely and the grain is at a standstill.—C. A. Shotwell.

Albany, Ind., June 2.—Wheat is good but acreage not as large as former years, caused by the hog industry. There are 400 cars of hogs shipped yearly. Good stand of corn and an average acreage.—P. Engle.

Muncie, Ind., June 2.—Corn is slow but has a good stand, ground in excellent condition; wheat 10% above average; oats good and acreage about the same but condition above average.—E. E. Elliott, Woodbury-Elliott Grain Co.

Gwynnville, Ind., June 2.—Wheat looks fairly well, and is about the same acreage as last year; corn is retarded by cold weather, but looks fair and is same acreage as last year. Oats are better than usual.—W. H. Leisure, of Mull Grain Co.

Francisville, Ind., June 2.—Wheat acreage greatly increased, condition good, greatly improved of late. Oats acreage as large as last year, condition good, finest prospect we ever had. Corn acreage average, condition fair.—Jacob Meyers.

Brownsburg, Ind., June 3.—Larger acreage of corn than usual, but looks bad from backward weather; stand is good. Wheat is fairly good, and average acreage. In some localities there is indication of the fly.—J. A. Adams, of Lingeman, Adams & Co.

New Ross, Ind., June 4.—Larger acreage of corn than usual, prospects are for a fair crop. Oats are plentiful and will be a big crop. Wheat is falling in some localities, but will be average crop; acreage about same as last year.—H. T. Woods, of New Ross Grain Co.

Linnsburg, Ind., June 4.—Oats never looked better at this time of the year, and the unusually large acreage will mean an unusually large crop. Poor stand of corn, but an average acreage. Wheat is breaking down and there is evidence of the fly throughout the entire locality.—W. G. Myers, of Myers Bros.

Waynetown, Ind., June 2.—Corn is up against bad weather conditions, but warm weather will bring it out. Prospects are good for oats. Wheat will not make more than 25% of a crop and fully 33 1/3% of the acreage will not be cut. Average acreage of all crops with last year.—D. C. Moore, Waynetown Grain Co.

Indianapolis, Ind., June 2.—In the southwestern part of this state the wheat looks bad but elsewhere seems to be some fine wheat. Some reports of wheat falling, but nothing serious. We have had an extra good business within the last two months. I doubt if there is more than 3% to 5% in farmers' hands.—H. E. Kinney.

Crawfordsville, Ind., June 4.—Unusually bright prospect for oats, larger acreage than last year. Wheat acreage is about the same, but both the fly and joint worm are in evidence and there will be little more than half a crop harvested. An average acreage of corn and with favorable weather will make a full crop.—J. C. Sellers.

Indianapolis, Ind., June 2.—Corn is in bad shape on account of the cold weather and hard season; it is short and puny; the acreage is quite large but can not yet estimate the average of the crop. I estimate 50% of a wheat crop and 90% of oats. About 30% of corn in farmers' hands; oats about cleaned up.—F. G. Heinmiller, Alder Grain Co.

Terhune, Ind., June 2.—Corn very backward and may be less than an average crop on fully as large an acreage as last year. Wheat is thin on a comparatively small acreage and in this locality fully 20% is breaking at the first joint and falling to the ground so binder can not get it. Plenty of old corn and farmers are holding it to see what this year's crop will do.—W. F. Iutzi.

IOWA.

Corn in Iowa is looking thin and uneven, and will not make as good a crop as last year.—Edward Plagge, Merchants Grain Co.

Plover, Ia., June 1.—Crop prospect for oats is fair, but we need rain; weather is cold and dry. Replanting corn 25%.—W. E. Chinn.

Whittemore, Ia., June 2.—Oats look good. Corn is coming very slowly but with warmer weather I anticipate a fair crop.—W. Lancaster, mgr. Scott Logan Mfg. Co.

KANSAS.

Wichita, Kan., June 3.—J. Craig of the Independent Grain & Com. Co. took a trip west of Wichita 125 miles and covered the north half of Pratt County and south half of Stafford County. He reports the wheat in fine condition and says it will make from 15 to 25 bus. per acre. He estimates Pratt and Stafford Counties at 5,000,000 bus.

Bentley, Kan., May 9.—I have been to every farm in this township and find wheat about 50% of a crop; acreage, 1,095. Corn is going in in fine shape but part of that planted early will make a poor stand; acreage, 10,230. Oats fair on small acreage, 870. Grain now in farmers' hands; wheat, 1,900 bus., about 10% of last year's crop; corn, 6,500 bus. or 40% of crop. Good rains lately and prospects for more.—J. A. Armour.

MICHIGAN.

Detroit, Mich., May 31.—Michigan will have about 50% of a crop.—Frank T. Caughey, Caughey & Carran.

Detroit, Mich., May 31.—Michigan will have only half a crop of wheat; it is badly spotted. Hard to tell about oats and rye.—F. J. Dimmons & Co.

Detroit, Mich., May 31.—We are going to have good crops of oats and rye, and wheat will be fully up to last year if not better.—F. W. Harrison, chief grain inspector.

Detroit, Mich., May 31.—The first authentic reports of the cut worm came in this morning and indicate a vast amount of damage has been done, so considerable will have to be replanted. This is also true of northern Ohio.—Arthur S. Dumont, Dumont, Roberts & Co.

Lansing, Mich., June 7.—The average condition of wheat in the state is 87, against 86 May 1. The per cent of wheat sown that will be plowed up because of winter killing is 3; the damage by the Hessian fly is 2. Farmers marketed in May at 120 mills 92,547 bus. of wheat and at 93 cts. and to grain dealers 62,506 bus. The estimated total number of bus. of wheat marketed from August to May is 11,400,000. The amount of wheat yet remaining in possession of growers is estimated at 600,000 bus. The condition of rye is 91. The acreage of corn planted compared with an average for the past five years is 98. The condition of corn is 81. The condition of oats is 92. The acreage of barley sown is 88.—Frederick C. Martindale, Sec'y of State.

MINNESOTA.

Le Sueur, Minn., June 7.—Crops in this vicinity look good with the exception of corn, which is yellow on account of cold weather. Rye is now in blossom.—Wier-will Bros.

Minneapolis, Minn., June 9.—Wind and cold have retarded crops, however all field crops are well rooted. The past ten days have been cold and windy, but there has been plenty of rain the past 48 hours, and only warm weather and sunshine are needed to insure a good growth. On the whole conditions are satisfactory.—The Van Dusen-Harrington Co.

Minneapolis, Minn., May 31.—Seeding of barley and flax may not be completed before June 15. Early corn is under cultivation. Corn planting continues in the northern counties of this state and in North Dakota and will not be completed for some time. Oats somewhat thin on the ground but vigorous and of good color. All other crops appear good to excellent. Today's estimate rates the increase in wheat acreage in the three states over that of last year at 8%; increase in flax acreage, 10%.—Van Dusen-Harrington Co.

MISSOURI.

Columbia, Mo., June 5.—Corn planting, which was commenced much earlier this year than usual, was greatly interfered with thruout the month of May by too much rain. The estimated percentage of the crop now planted thruout the state is 80.5, compared with 91.2 one year ago. One month ago 46.7% of the crop had been planted, only 33.8% being planted during the month of May. Of the part planted it is estimated that 28.5% has been or will be planted over. Complaints of poor stands are general, a number of correspondents reporting much corn to be planted over the second time. The condition of the growing crop is placed at 67.2, compared with 83.8 one year ago, or 80.2 as the ten-year average. A preliminary estimate of the acreage places it at 101.2 compared with last year, when it was 7,205,396. Should wet weather continue, the final figures may show a decrease. Reports show the condition of wheat for the state, to be 69, compared with 70.5 one month ago, 76.4 one year ago, and 80.3 as the ten-year average for June 1. A number of correspondents report some improvement, but

this is more than offset by the unfavorable reports from many counties where damage has been done by the Hessian fly. Wheat harvest will begin in from two to five weeks, depending upon the territory. The average of the reports for the state places the time until wheat will be ripe at 3.7 weeks. The outlook for a good oat crop is favorable thruout the state, the condition being placed at 91.2, compared with 83.2 one month ago, 83.8 one year ago, and 77 as the ten-year average.—T. C. Wilson, sec'y Missouri State Board of Agriculture.

NEBRASKA.

Syracuse, Neb., June 4.—The weather is too cold and wet for good corn; 50% of the corn has been replanted.—John Ridgeway.

Foley, Sta., David City p. o., Neb., May 31.—About 75% of the corn is being replanted in this neighborhood.—Walter Rabb, agt. Nebraska Eltr. Co.

Moorefield, Neb., May 27.—The rain that has fallen during the past forty hours will almost insure a wheat crop. Oats look fine, and corn is planted in good shape because the soil is worked so fine this spring that all of the listing was done in good shape. Crops outlook bright.—James Pearson, agent Shannon Grain Co.

Lyons, Neb., May 23.—In Burt County winter wheat will make 75% of a crop, with an acreage of 80%. Oats look good, but rather thin on the ground, with full acreage. Corn about all planted, with an acreage of about 15% over last year. A great deal is being replanted, perhaps one-third of the crop, and the balance will be a poor stand, owing to the inferior seed this spring. The average will probably not be over three-fourths stand.—R. V.

OHIO.

Piqua, O., June 2.—Oats have been backward but are looking fair now; we expect a good wheat crop; corn is in fair shape.—Harry W. Kress.

Toledo, O., May 28.—The recent rains brot things out nicely. Wheat looks fine; oats in central Ohio never looked better.—Frank Morman.

Cleveland, O., May 25.—The wheat and corn looks good and the oats were sown early enough so we should have a good crop all around.—F. C. Cain.

Rex, O., May 25.—Oats are looking well and wheat is heading out. Quite a bit of corn is moving. Condition of corn in ground is average.—J. A. Brubaker & Son.

Mansfield, O., May 28.—The favorable weather has helped the wheat, and it looks very good; better than it did May 1. I see that the government gives par average of 15 bus. per acre, but I think that 20 bus. would be a better estimate. Last year Ohio had an average of 21.6 bus.—Frank H. Tanner, of Hicks Brown Milling Co.

Columbus, O., June 3.—The figures on wheat contained in this report are the first compiled under our new system of establishing a standard for comparison and show that from its present appearance the crop should produce approximately 24,008,368 bus. The area seeded to wheat is estimated at 1,721,030 acres, and the correspondents estimate the prospect at this time at 93 per cent of a yield compared with a standard average. Fifteen bus. per acre being the standard represented by 100. In some sections of the state damage by joint worm is reported, but these reports are not general. The figures on oats have been compiled on a similar system to that of wheat, except that 30 bus. per acre is standard represented by 100. The crop should produce a full standard average. The estimated area seeded to oats was 1,566,823 acres, hence if no change in prospect occurs between now and harvest the total yield for the state should be approximately 47,004,690 bus. The cool, wet weather during past month has retarded corn planting. Where early planted growth has been slow, and many correspondents report condition as such that replanting will be necessary. Compared with the normal yield, the prospect of rye is 91%, of winter barley 84% and of spring barley 90%.—Ohio Department of Agriculture.

OKLAHOMA.

Woodward, Okla., June 6.—Wheat is looking fairly good here, but we need rain badly; 30 to 35% more wheat will be shipped out this year than last year.—Cox & Townsend.

Haskell, Okla., May 26.—The crop of corn is very large and in good condition, 300,000 bus. at station; the same is true of the oat crop, 60,000 bus. at station.—Haskell Mill & Eltr. Co.

Wheat fields along the Frisco R. R. between Clinton and Hobart looking fine. The farmers will start cutting in several fields around Hobart the second week in June.—W. M. Sloan, Kansas City, Mo.

Reports from 100 Oklahoma dealers to the Grain Dealers Journal shows the average acreage of corn to be 88.3% of last year's; and reports from 105 dealers show the condition to be 85.5% compared with last year.

Lamont, Okla., May 25.—The wheat acreage compared with last year is 95%, and the condition 98%; corn, acreage 100%, condition, 90%; oats, acreage 150%, condition, 100%; alfalfa, acreage, 90%, condition, 100%.—A. K. Johnson.

Frederick, Okla., May 26.—The wheat acreage as compared with last year 125%, and the condition 90%; corn, acreage 100%, condition good; oats 120% acreage, and the condition normal; alfalfa, acreage normal, condition fair.—Hughston Grain Co.

Bokchito, Okla., May 27.—The acreage of corn compared with last year is 25%, and that the condition of the crop is but 25% compared with the condition last year; the acreage of oats is 30% compared with the acreage of last year, and the crop condition is 40%.—J. M. Gray.

SOUTH DAKOTA.

Sioux Falls, S. D.—Wheat prospects point to a 100 per cent crop.—W. R.

Crandon, S. D., June 6.—The recent rains have helped the crops, and under very favorable conditions an average crop might be possible. Cut worm damaging corn.—H. H. Fink.

Dalton, S. D., June 7.—It seems as tho there will be no corn here this year, frost every night, poor seed, and cut worms. However many of the farmers are replanting.—G. G. Stahl.

Houghton, S. D., June 2.—The farmers are sowing two per cent more acreage of grain this year than they did last. Good prospect for crops.—B. L. Edson, agt. G. W. Van Dusen & Co.

Elk Point, S. D., June 8.—The corn crop is backward, and some replanting is being done. Weather is cold and backward. Small grain looks good.—C. E. Fitz Simons, agent Fields & Slaughter Co.

Viborg, S. D., May 28.—Three-fifths of the farmers are replanting corn. Oats are very dry and need rain bad, but are looking fine. There is an average movement in corn.—A. C. Dille, agt. Duluth Eltr. Co.

Wakonda, S. D., May 27.—All small grain is looking good, as the cool weather is what it needs. It is bad for corn, however. Lots of replanting is being done.—E. A. Harseim, agent, Farmers Co-op. Eltr. Co.

TEXAS.

Amarillo, Tex.—Our acreage of wheat and oats is double last year. Condition is excellent.—Allen Early.

Marshall, Tex., May 27.—Corn looking fine, but backward, 15% increase in acreage over last year.—W. L. Pitts, mgr. Pitts M. & E. Co.

Belton, Tex., May 28.—Cutting and thrashing is proceeding rapidly, and the weather conditions are very favorable.—Everett Grain Co.

El Paso, Tex.—We have been shipping in wheat from Oregon at \$1.23. This year we will produce at least 60,000 bus. of soft wheat here in the El Paso Valley.—El Paso Grain & Milling Co.

Sanger, Tex., June 4.—The wheat and oat crop in this section is better than at any time since 1904. It is estimated that we will have a yield of from 15 to 20 bus. of wheat, and from 40 to 50 bus. of oats per acre. Weather conditions have been most favorable for harvesting, and farmers should be thru in a few days.—Wiley Grain & Eltr. Co.

Fort Worth, Tex., June 1.—Crop reports are favorable from all over the state, and Texas is now harvesting the best grain crop raised for several years. Weather is favorable, and I believe that 15,000,000 bus. of wheat, and 20,000,000 bus. of oats will be raised this season. Shipments of Texas grain will begin about the second week in June.—The condition of corn is generally good, with a report of a large acreage thruout the state. Altho the plant is small owing to the cold spring weather, seasonable conditions during June and July will result in a good crop.—G. J. Gibbs, secy. Texas Grain Dealers Ass'n.

WISCONSIN.

Kilbourne, Wis., June 6.—Oats and barley very backward on account of cold, dry weather; hay will be very short; corn will be very small and yellow; winter rye well headed.—I. W. York & Co.

Eagle Point, Wis., June 2.—Weather is cold and unfavorable for growing crops, and there has been frost most every night. Corn is growing shorter, and is very bleached, and the general outlook is poor just at present.—The Joseph Kelly Co.

Madison, Wis., June 9.—Most of the corn has been planted, and early planted fields are up and are being cultivated, but young plants are yellow and making poor growth. Considerable replanting is being done, as a result of poor seed and the ravages of the cut worm. The corn acreage has been increased over last year. The condition of the growing crops is as follows: Winter wheat, 96; spring wheat, 95½; winter rye, 95½; spring rye, 90; oats, 94½; barley, 90.—John H. True, sec'y Wisconsin State Board of Agri.

GOVERNMENT CROP REPORT.

Washington, D. C., June 8.—The Department of Agriculture estimates the area sown to spring wheat as 19,742,000 acres, or 1,349,000 acres (7.3%) more than sown last year. The condition of spring wheat on June 1 was 92.8, compared with 95.2 on June 1, 1909, 95.0 on June 1, 1908, and 93.0 the June 1 average of the past ten years.

Compared with 1909 the acreage of spring wheat in Minnesota is 105, or 5,880,000 acres; North Dakota, 109, or 7,221,000; South Dakota, 108, or 3,645,000, and Washington, 109, or 828,000 acres. The condition of spring wheat June 1 was 93 in each of the foregoing states except South Dakota, 92. Last year on June 1 the condition was 93 in Washington, 94 in South Dakota, 96 in Minnesota and 98 in North Dakota.

The condition of winter wheat on June 1 was 80.0; compared with 82.1 on May 1, 1910, 80.7 on June 1, 1909, 86.0 on June 1, 1908, and 81.9 the June 1 average of the past ten years. Conditions in the different states are given in the following table:

States.	state.	Acreage		Condition.			
		in June 1, 1910.	May 1, 1910.	1910.	1909.	10-yr. Aver.	
Kansas ..	13.9	67	65	72	78		
Indiana ..	9.0	76	82	82	76		
Illinois ...	7.4	71	80	81	81		
Nebraska..	6.8	66	67	78	87		
Ohio	6.7	81	86	76	77		
Missouri..	6.3	72	73	82	84		
Penn.	5.4	90	93	91	87		
Oklahoma..	5.4	85	87	73	81		
Texas	4.3	90	91	56	71		
Calif.	3.7	90	94	75	79		
Tenn.	3.1	83	83	88	82		
Michigan..	3.0	82	84	86	76		
Maryland..	2.7	93	93	93	88		
Virginia ..	2.7	95	92	93	85		
Kentucky..	2.5	79	83	88	82		
Wash.	2.3	90	95	90	95		
North Car..	2.2	90	85	91	84		
South Car..	1.6	82	81	86	82		
Oregon ..	1.6	92	95	87	92		
New York..	1.5	95	97	90	84		
U. S.	80	82	80.7	81.9		

The area sown to oats is about 34,380,000 acres, or 1,176,000 acres (3.5%) more than the area sown last year. The condition of the crop on June 1 was 91.0, compared with 88.7 on June 1, 1909, 92.9 on June 1, 1908, and 88.4 the June 1 average of the past ten years. Details for important oat states follow:

States.	P. C. of 1909.	Acreage, 1910.		Condition, June 1, 10-yr.			
		Acres.	1910.	1909.	10-yr. Aver.		
Ill.	103	4,476,000	94	90	87		
Iowa ..	100	4,300,000	92	88	93		
Minn. ..	100	2,736,000	89	94	92		
Neb.	105	2,597,000	87	78	88		
Wis.	101	2,303,000	91	90	93		
Ind.	103	1,875,000	93	92	85		
Ohio ..	102	1,765,000	93	92	84		
N. D.	105	1,628,000	90	96	93		
S. D.	102	1,479,000	89	92	94		
Mich.	106	1,505,000	91	85	88		
N. Y.	101	1,338,000	95	94	90		
Penn.	100	998,000	93	90	86		
Kan.	120	1,157,000	84	83	77		

The area sown to barley is about 7,057,000 acres, or 46,000 acres (0.7%) more than the area sown last year. The condition of the crop on June 1 was 89.6, compared with 90.6 on June 1, 1909, 89.7 on June 1, 1908, and 90.5 the June 1 average of the past ten years. Details for important barley states follow:

States.	P. C. of 1909.	Acreage, 1910.		Condition, June 1, 10-yr.			
		Acres.	1910.	1909.	10-yr. Aver.		
Minn.	96	1,285,000	85	94	92		
Calif.	110	1,298,000	83	81	84		
S. D.	100	1,021,000	88	94	94		
N. D.	100	987,000	88	96	93		
Wis.	100	866,000	90	92	92		
Iowa ..	92	455,000	91	92	94		
Kan.	102	275,000	90	71	78		
Wash.	102	186,000	94	93	96		
Neb.	105	126,000	93	81	90		

U. S. 100.7 7,057,000 89.6 90.6 90.5. The condition of hay meadows on June 1 was 86.1, against 89.8 on May 1, 1910, and 87.6 on June 1, 1909.

The condition of rye on June 1 was 90.6, against 91.3 on May 1, 1910, 89.6 on June 1, 1909, 91.3 on June 1, 1908, and 89.9 the June 1 average of the past ten years.

Annual Meeting of Texas Dealers

The twelfth annual meeting of the Texas Grain Dealers' Ass'n was called to order in the Board of Trade rooms Ft. Worth at 10:30 Thursday morning, May 26, by Pres. H. B. Dorsey of Ft. Worth.

After the invocation, addresses of welcome and response President Dorsey read the names of the following new members admitted at a morning session: The Guenther Milling Co., San Antonio, Coleman Mill & Eltr. Co., Coleman; J. H. Niendorff & Co., Dallas, T. F. Connally, Clarendon, J. J. Powell, Corsicana.

The reading of the minutes of the last annual meeting were dispensed with and President Dorsey read the following address:

President's Address.

Gentlemen: This meeting brings us to the twelfth annual meeting of our organization.

The Interstate Commerce Commission issued administrative Circular No. 76, which was liable to seriously affect the handling of grain under the storage in transit and milling in transit rules.

Your Executive Committee considered this matter of vital interest to our organization and at a meeting of the committee attended by a number of prominent millers and grain dealers, some of whom were members, the Executive Committee decided to send a representative to attend a hearing given by the Interstate Commerce Commission at Washington, D. C., for the purpose of exerting all influence possible to secure a modification of this ruling and protect the transit rules practically as they stand. This hearing was attended by some fifteen hundred interested grain and mill men, and while the results were not as satisfactory as was hoped for, no doubt a great deal of good was accomplished in giving information to the commission which prevented the abolishing of these transit rules.

Car Load Minimums: An effort has been made during the past year by the larger grain dealers at Fort Worth and other points to secure an increase of the minimum weights in grain shipments and two hearings on this question were given by the Texas Railroad Commission. Your secretary attended these hearings, and while we were unable to prevent an increase in the minimum, yet we feel that through the efforts of our ass'n the heavy increase sought was defeated.

Proportional Rates: Fort Worth grain dealers and the Fort Worth Freight Bureau appeared before a meeting of the Southwestern Tariff Committee held in San Antonio in January, and secured the adoption by that committee of a resolution to

give Fort Worth and other North Texas gate ways proportional grain rates.

Your executive committee decided at a meeting that such proportional grain rates would be detrimental to the interest of a large majority of our members, and your president was instructed to attend a meeting of the Southwestern Tariff Committee in St. Louis and protest against such proportional rates. We were successful in defeating the putting in of such proportional rates, for the present at least.

Membership and Finance.—The report of your secretary will show that our association is at its lowest point since we were fairly organized and started, and this can be accounted for in many ways, but I call your attention to what I consider the main causes. In 1907, some of the larger dealers concluded that our rules applying to the eligibility of members were too liberal. They were successful in changing our constitution as to eligibility and advanced the membership fee from \$10.00 to \$25.00. Since then our reports have shown a gradual decrease from 154 members.

The ravages of the green bugs, unfavorable seasons and the consequent retiring of a number of grain dealers are the main causes of the decrease. It seems to me that a crisis has been reached and we must increase our membership and revenues or our prestige and usefulness will be greatly decreased.

Benefits: Through the direct efforts of our ass'n the grain rates in Texas were reduced from 20c per hundred pounds to 12½c on corn and oats and 15c on wheat between common points in the State, which in dollars and cents, has saved the people of Texas millions of dollars.

Through the efforts of our ass'n the most liberal storing in transit and milling in transit was promulgated by the Railroad Commission.

When we organized many shippers of grain would overbill or ship inferior goods and refuse to make contract good. Some are left, but our association has weeded out many and improved others.

Through fear of the boll weevil, some Southeastern States quarantined against the shipment of Texas oats. It was our ass'n through a committee that secured annulment of the rules and now our oats can be shipped into those states.

Our association, by having a representative present at a hearing on uniform bill of lading, secured modification of that instrument, which has been worth a great deal to the grain trade.

Our association, after its organization, secured reduction of insurance rates on elevator property from 27½% to 40%.

Through our association a State Agricultural Dept. was established.

The arbitration feature of our association has saved large sums of money to its members and all of you will admit that this feature alone is worth many times the cost of the ass'n in furnishing an equitable

channel through which honest differences may be adjusted.

Through our association many excellent laws have been placed on the statute books.

A vast amount of other work has been done and many benefits accrued to our members. Can we afford to stop in the middle of the stream when there is so much for us to do?

I recommend that you amend Art. 6 of our constitution by substituting \$10.00 for \$25.00 membership fee.

I recommend that you instruct your Executive Committee to have the secretary make a more vigorous campaign for members.

Instruct your Executive Committee to push the question of placing the telephone and telegraph companies under the Railroad Commission or a Corporation Commission.

Consider well the question of terminal rates into Fort Worth and other points and give expression for the guidance of your Executive Committee, as the action of that committee in opposing such rates has been criticised.

That this association go on record as favoring the supervision by Federal Government of the inspection of grain.

That you pass a resolution condemning the action of the Grain Dealers National Association in adopting a lower standard for moisture test in grading corn.

That you pass a resolution condemning what is known as "option dealing in the agricultural products of the country" and call on Congress to pass a law prohibiting option dealing in grain.

Sec'y G. J. Gibbs read the following report:

Secretary Gibbs' Report.

Gentlemen: Herewith I beg to submit report as Sec'y and Treas. of your Ass'n. for the fiscal year ending May 31st, 1910, all accounts closed in my books as of date May 25th, 1910.

Membership: No. members per last report, 111; admitted during the year, 6; A. B. Crouch, Fort Worth house, added 1; total, 118; died during the year, 2; resigned, 14; suspended for non-payment of dues, 1; membership at this date, 101. The extremely short crop of last year accounts largely for this loss in membership, but we have lost some members through dissatisfaction over arbitration decisions.

Receipts: Cash on hand June 1, 1909, \$92.17; memberships, \$175; dues account, \$1,974.85; assessment of Jan. 5, 1910, \$237.50; deposit account and awards, \$733.99; desk room rent, \$30; ads in constitution and trade rules, \$65; commission on corn claims, \$2.97; telephone tolls paid by A. K. Bass, \$1.40; one typewriter stand sold, \$5; old rug sold, \$6.25; exchange account, 55 cents; total, \$3,324.68.

Disbursements: Secretary's salary, 11 months, to April 1, 1910, \$1,650; office rent to June 1st, 1910, \$233.33; stenographer and office help, \$171.50; postage account, \$104.09; deposit account, \$273.52; printing account, \$83.55; carpet and mat for office, \$25.60; Arbitration Committee expenses, \$80.65; Executive Committee expenses, \$121.85; allowance to ex-Pres. Hughes for last year, \$25;



At Fort Worth, Tex., May 26, Just Arrived from Oklahoma City.

petty expenses paid by secretary, \$29.85; secretary's expense, Washington and Austin trips, \$173.25; repairing mimeograph, \$13.25; telephone account, long distance and local, \$84.35; newspaper for office, \$6.75; expense on 125% corn claims, \$40; telegraph account, \$1.93; premium on secretary's bond, \$5; sign on office door, \$1.20; expense moving office, \$6; for one typewriter stand, \$5; exchange on check, 10 cents; mimeograph supplies, paper, pencils, ink, express charges and incidental office expenses, \$25.30; cash on hand to balance, \$163.61; total, \$3,324.68.

Liabilities against the association after June 1, 1910: Balance due secretary on salary, \$300; current expenses for the month, \$54; due H. B. Dorsey on St. Louis trip, \$60.50; deposit fees to be returned, \$85; awards deposited with sec'y, \$237.97; total liabilities, \$844.35; cash on hand, \$163.61; due on dues account, \$87.50; due ass'n on corn claims, \$40; net deficit for fiscal year, \$446.36.

It has been the practice of the former secretary to close his accounts with the month of April each year, thus leaving the current expenses for the month of May to be paid after June 1st.

The last annual report showed \$92.17 cash on hand, but the Sec'y's salary and current expenses for May, 1909, and amounting to \$188.60, were paid after the beginning of the present fiscal year. Thus there was an actual deficit of \$96.43 for the last fiscal year, which deducted will leave the deficit properly chargeable to this fiscal year at \$349.93.

The item charged against Corn Claims represents the cost paid in a suit filed against the C., R. I. & P. Ry. Co. in Oklahoma to recover certain freight overcharges on snap corn shipments, and this charge will finally be returned to the association by the interested members.

While regretting the above unfavorable financial statement, I think it proper to advise the members fully of our condition, that you may the more intelligently consider the recommendations made by the president.

I have done all in my power to hold down the expense account during the year, and for that reason have done but little traveling in the interest of association work.

The association should have a dependable income of at least \$3,000 in order to meet safely the present expenses, and I do not see how the expense account can be reduced without impairing the usefulness of our work. In order to have an income of \$3,000, we should be at least 150 strong.

Your secretary should be in position to visit different sections of the state in the interest of the ass'n. I believe this feature will be one of the best that can be devised, and some funds should be available for this purpose. An assistant should be with the secretary, in order that the ordinary busi-

ness of the office could be carried on during his absence.

Fully one-half of the time of the secretary is now consumed looking after the arbitration department. It takes an average of about thirty letters per claim, in the way of correspondence alone.

I wish to thank the officers and members for the many courtesies shown me. Generally speaking, the members have responded in the way of giving information. Members can give your secretary much help, and thereby make his efforts more effective in his official work. I am especially thankful to the former secretary for much valuable assistance rendered me.

L. G. Belew moved the approval of the Sec'y's report. Carried.

J. A. Hughes: I move an order be drawn on the Treasurer in favor of H. B. Dorsey for \$106.87, the expenses he was put to by reason of suit brot by C. B. Gaunt of Wichita, Kan., for damages resulting from being blacklisted by the Ass'n for refusing to arbitrate. After some explanation and discussion the motion was carried.

E. R. Kolp, Chairman of the Arbitration Com'tee made the following report:

Report of the Arbitration Committee.

Gentlemen: Herewith I beg to report the work of your Arbitration Committee for the past year. This committee has held four sessions in Fort Worth, on Aug. 24, 1909, Dec. 21, 1909, March 17, 1910, and May 18, 1910.

The total number of cases filed for arbitration since last June is 42, involving claims amounting to \$3,234.50.

Of this number, 17 involving \$1,250.71 claimed have been disposed of by awarding to the claimants \$952.91.

Four claims involving \$315.99, claimed by the plaintiffs, were decided adversely to the claimants, and judgments rendered in favor of the defendants.

In four claims, aggregating \$407.30, the defendants were adjudged guilty of failing and refusing to submit to arbitration.

Four claims aggregating \$1,150.50 were compromised by the parties through the secretary and dismissed from the docket.

One claim for \$110 was dismissed by the committee as being improperly filed.

Twelve claims involving \$1,076.83 are still pending on the docket.

Of the claims tried by us during the year, one was appealed to the Executive Comite and the finding of this committee reversed.

One claim was appealed to the Executive Committee, and the finding of this committee affirmed.

Rehearings were granted by us in four

cases. It has been our policy to render judgments only after a full and careful investigation of all the testimony filed, and in one instance we reversed our decision until a subsequent meeting.

The last numbered case on the arbitration docket is 754, which indicates that an average of about 63 cases per year have been filed since the organization of the Ass'n.

There have been no appeals this year to the Tri-State Appeal Board, though several claims have been considered between our members and members of the Kansas and Oklahoma Grain Dealers Ass'ns.

In one case pending neither party is a member of this ass'n.

L. G. Belew of the Tri-State Appeal Board read the following report:

Since my last report the Tri-State Board has held one session of the Board at Oklahoma City, Okla., on April 5th to 7th. There were on docket nine cases of appeal. We tried and rendered verdicts in eight cases. One we passed in order to get more evidence. Of the eight cases, three were reversed, and in five the findings of the State Board were sustained.

So far the decisions of the Tri-State Board have been unanimous. I would like very much if the State organizations would recommend to the Tri-State Board a rule to hear no case until the litigants thereto have made a deposit of cash or bond to pay the award of the Appeal Board. These awards have as a rule been paid so far as we know, but there have been some exceptions. When there is as much cost and hard work attached to appealing a case, there should be no doubt about the award being paid.

The Tri-State Board is supported by the litigants, and it is pretty heavy compared with the amount of business; but the members have to go a considerable ways from home, and the railroad fare and hotel bills alone make a heavy expense. We do not hold meetings unless we have enough to pay the expense of holding the meeting.

When there is any dissatisfaction with the decision of the State Boards litigants can go on and get more satisfaction even tho they are out more money. This seems to be human nature. Our fellow dealers sometimes exhibit a bad disposition. We should profit by our neighbors' mistakes and shortcomings. I have received from all sources since I became a member and Sec'y and Treas. of the Tri-State Board \$365.05; paid out for expenses of members and other petty costs \$356.45, leaving a balance now on hand of \$8.60.

The Constitution was amended so as to reduce the membership fees from \$25 to \$10, and the sum of \$15 was ordered refunded to each of the five members admitted earlier in the day.

Adjourned for dinner.

New Executive Committee of Texas Grain Dealers Ass'n.



H. B. Dorsey;

T. G. Moore;

E. W. Crouch;

C. L. Moss;

E. R. Kolp.

Pres. J. C. Hunt and Sec'y G. J. Gibbs.

Thursday Afternoon Session.

The Thursday afternoon session was called to order at 2:15 by Pres. Dorsey, who asked for a discussion of Should Telegraf and Telephone Companies be Placed Under the Control of the Railroad Commission?

The Secretary read a letter from C. B. Felder, a lawyer, of Wichita Falls, favoring the organizing of a company to secure an independent telephone company.

E. B. Doggett favored the government owning and operating telephone and telegraf lines, but believed that the only relief from poor service and high charges would be received thru legislative regulation.

A. P. Hughston favored the regulation of the telephone companies by the Railroad Commission.

E. W. Rollow: I move that the Executive Com'te of this Ass'n be instructed to take steps to secure the enactment of a law placing telephone and telegraf companies under the control of the Railroad Commission. Carried.

E. D. Bigelow, Secy. Kansas City Board of Trade, in speaking of Inspection of Grain at Terminal Markets—Is it Just and Fair? said, The only way to conduct a grain business is to deal fairly with one another. During my long connection with the business I have seen great improvement. He read a paper from which we take the following:

Grading Grain in Terminal Markets.

Inspection of grain is of great importance, particularly when a certificate is issued and sales and purchases are based upon the grade. An absolutely correct basis of grading can only be obtained by a laboratory test as to moisture, soundness and nutritive properties, but the making of such a test is necessarily expensive, and would cause delay at the terminal market. At the present time the grade is determined by sight, smell and feeling for moisture and tests for weights, except as to moisture in corn, the percentage of which is determined by a scientific test. The inspector should be a man of experience in the handling of grain, possessed of good judgment, honest and fair-minded. Two men equally honest, may differ in judgment as to the grade that should be placed upon a sample.

In the States of Missouri and Kansas, re-inspection may be called for by either the

seller or buyer, and an appeal may be taken by either party to an Appeal Committee appointed by the State Commissioners. In Kansas City at the present time, the Grain Appeal Committee is composed of a buyer for mills, a commission man, and a third person, both a receiver and shipper, all members of the Board of Trade.

The States of Minnesota, Illinois, Missouri, Kansas and Oklahoma control by statute the inspection of grain through State Commissioners. The inspectors are often appointed as a reward for political service, and while many are competent and honest men, in some instances they are not possessed of the qualifications that make first-class inspectors. In other States than those already named, the Boards of Trade at terminal markets establish and control their own Inspection Department.

The most satisfactory conditions exist in those markets where the inspection is under the control of the Exchange, having its own Inspection Bureau, for then an inspector found to be unworthy or incompetent cannot retain his position.

The Missouri Rules, adopted by the Commissioners, are the same as the rules recommended by the Grain Dealers' National Ass'n at Indianapolis, Oct., 1909. These rules have been adopted by nearly all of the Commissioners of States, and Boards of Trades or Chambers of Commerce. The importance of uniformity of grading cannot be too strongly stated, thus enabling trading with confidence.

The Inspector finds it impossible, in heavily loaded cars, to use a tryer sufficiently long to obtain a correct sample of the entire load, and a true sample can only be obtained at the time of the unloading of the car.

At the large elevators, an inspector is stationed, who sees the grain as it is loaded out. If inspection at the smaller elevators is made after the car is loaded and the car is heavily loaded, it is so stated upon the certificate.

At one terminal market, the samples are brought by the deputy inspectors to the Chief Inspector's office, where the inspections may be reviewed by the Chief. There is without doubt merit in this way of conducting the business. The only objection that I know of to this method is the resulting delay, the consignees being anxious to get their samples as early as possible, so as to meet the market on the day of arrival.

Contract grades for delivery in future months, under the rules of the Kansas City Board of Trade, are subject to the supervision of an Appeal Committee, composed of experts representing the varied interests. Grain approved by this committee we find to be acceptable to the millers, thereby enabling them to hedge their sales of manufactured products for future delivery. When grain is bot on grade only, the buyer cannot expect to receive better than the minimum grade.

The ideal method of buying at a terminal market is to purchase by sample and grade. When a contract of this kind is made, the sample, or a portion of it, is deposited with the Official Sampler, who compares a sample drawn by a deputy from each car loaded on the contract, and he rejects it, unless it is equal in every respect to the sample deposited, his acceptance being final.

On the floor of the Kansas City Board of Trade you will find samples of No. 2 hard wheat, ranging from a light yellow berry to dark Turkey, with tests from 59 pounds to 62 pounds, selling at a range of prices from 1 to 7 cents, sometimes as high as 10 cents above the lowest price for the same grade.

The Kansas City Board of Trade has a well organized Sampling Department in charge of a thoroly competent, reliable Chief, who for years was for all purposes as Inspector, Chief of the Kansas State Department at Kansas City. The trading by sample, subject to approval of the Chief Sampler, is constantly growing in favor with buyers and sellers, and we strongly recommend the use of this Department of our Board.

A vote of thanks was tendered Mr. Bigelow.

L. G. Belew presented the following resolution:

Condemn G. D. N. A.'s Action.

Resolved, That the Texas Grain Dealers Ass'n in annual meeting assembled condemns the action of the Grain Dealers National Ass'n in adopting the lower moisture tests for corn.

We know from actual experience that corn containing the maximum percentage of moisture as now permitted in northern markets will not carry in this climate. We feel that northern dealers shud say exactly what the quality of their corn is each season, and that corn containing excessive moisture should not be graded, but sold on its merits.

The resolution was adopted without opposition.

E. W. Rollow moved that a copy of the resolution be sent to the inspection authorities of Ft. Worth, Kansas, Missouri, Illinois, Omaha and to the Secy. of the National Ass'n. Carried.

Sam H. Dixon of the State Dept. of Agri. read a paper on The Necessity of Crop Statistics in Texas, in which he charged that the state's prospective production was over estimated for speculative purposes.

J. A. Hughes of Howe read a paper on Needed Amendments to our Trade Rules, from which we take the following:



Alfalfa Smith Entertaining the Dealers While Waiting for the Barbecue.

Needed Amendments to Our Trade Rules.

General rules governing transactions between individuals, if observed, will be a safeguard against misunderstandings. Nothing can be more necessary to the grain dealer than a mutual understanding of contracts with persons with whom he has dealings. New conditions will arise, and needed changes are necessary, and should be enacted.

The greatest trouble in establishing rules or laws is the seeming multiplicity of them, which when presented to the average man has a tendency to induce him to give up in despair of learning them.

I believe in changing or amending the rules only when found to be necessary to meet conditions, for it matters not so much as to the rules, when all understand them.

I recommend that the following be added to our Trade Rules:

To Rule No. 21: "In the event that the decision of the Arbitration Committee, to one or both parties, is unsatisfactory, the difference may be appealed for final hearing to the Tri-State Board of Appeals, provided that the appeal is perfected within ten days."

I suggest that the following become one of our Trade Rules:

Inspection on Arrival.

"On arrival of cars at destination, it shall be the duty of the purchaser to have cars inspected within forty-eight hours after arrival, provided he has received or can secure the B/L therefor. Any deterioration of grain in transit resulting after said time shall be at the expense of the holder of the B/L."

L. G. Belew of Pilot Point read a paper on the same subject, which was referred to the com'te.

E. W. Rollow of Dallas claimed that the Trade Rules were all right. What is needed is that members write out their confirmation as soon as the trade is consummated while the terms are fresh in their minds. I have yet to see a confirmation that is suitable to two different trades so use no printed form.

L. F. Cobb of Plainview read a paper on Trade Rules, which was referred to the Trade Rules Com'te.

Pres. Dorsey appointed as a Resolution Com'te Julius W. Jockusch, Galveston; J. Z. Keel, Gainesville; A. P. Hughston, Plano.

Memorial Com'te: Chas. P. Shearn, Houston; C. L. Moss, Dallas; R. L. Brown, Lavon.

Upon motion Pres. Dorsey appointed the following a Com'te on Changes in the Trade Rules: E. R. Kolp, A. B. Crouch and D. W. King.

E. W. Crouch of McGregor read a paper on Abuses in the Grain Trade, from which we take the following:

Abuses in the Grain Trade.

I bot a car of corn one night over the phone from a prominent member of our ass'n and destination weights and grades were distinctly agreed upon. The market advanced considerably the next day before the shipper made confirmation and in confirming the shipper specified "Shipper's Weights and Grades" as final. When his attention was called to the phone conversation he said his elevator weights were as good as ours and that we had the privilege of cancelling the contract if we were not satisfied with his terms.

This is an abuse very difficult to remedy. If a wire embodying all the terms of the contract were sent immediately it would often obviate misunderstandings, as the wire would reach the seller before the market opened. However, my opinion of the best way to remedy this particular abuse is to take your loss that time, return the seller his confirmation, let the Son of a Gun keep his car of corn and cut him off your list.

Official Weights and Grades: It is with considerable regret and pain that I am forced to list this among the abuses of the grain trade, especially with reference to the sad relation it bears to the Texas trade this past season. To handle this question with gloves would call for a more modest nature than myself. Yet I am willing to admit that Texas grain dealers have spent their coin this season for many a car of grain that would not be handled except with gloves. The principle of Official Weights and Grades is not inherently wrong, but on the other hand I consider it inherently right. There is no reason why a terminal market should not be fully as well, if not better, equipped to furnish accurate weights and uniform grades than outside points; and accurate weights and uniform grades are just, no matter from what source they may come.

Those of you who have been handling No. 3 corn for the past few years have felt they were buying a commodity reasonably safe to handle. You have felt that you were buying a merchantable commodity. In other words the phrase No. 3 corn to the average grain dealer of Texas has by custom and long usage come to represent a salable commodity reasonably safe to handle. If you bot No. 3 corn you expected something merchantable. If you sold No. 3 corn you knew your customer expected something merchantable. I regret to say that some who bot official No. 3 corn out of Kansas City and Ft. Worth this season and expected a merchantable commodity had their expectation severely blunted. We have received corn at our elevator at McGregor that was graded No. 3 corn at Ft. Worth, moved to McGregor in three or four days during dry weather and reasonably cool weather, yet this corn was no grade, water soaked and hot when it reached our elevator. It was not then a merchantable article nor has it ever been since. As a result some people who desire to sell some corn on Ft. Worth grades have to guarantee to some people that their corn does not contain all the qualifications and attributes that some official "No. 3 corn" has heretofore contained. This is a strong indication that these conditions will necessarily right themselves.

The qualifications necessary to make No. 2 or No. 3 corn one season should be the same qualifications that will be required the next season. If not, justice demands that the trade be advised of the changes prior to the time they are to go into effect. The qualifications that go to make up No. 2 or No. 3 corn in one official market should be the same qualifications required in all official markets.

"Collect Telegrams and Telephone Calls": I am very much pleased to note that our program committee has arranged for some special papers on this abuse, and will pass up this item without further comment than to say that the gall of some people is simply immense.

Overdrafts: Some overdrafts are made intentionally, some unintentionally. However, they are made, and regardless of the intention it is usually unwise for the buyer to pay same without first taking it up with the shipper. More than a year ago the writer paid a \$10 overdraft on a car of cane seed shipped by a supposedly reliable Texas shipper. This overdraft was apparently an error in extension, yet it took me more than six months to get my money back. Quite often overdrafts are made by the shipper overbilling the car, sometimes by not deducting enough freight. To say the least, an overdraft signifies either carelessness or misrepresentation of facts.

Cancellation of Contracts: It is time that the retail trade was given to understand that their part of a contract is just as binding as that of the seller. The grain trade has been so slack in enforcing contracts the retail merchant has almost come to the conclusion that he has a right to contract for whatever he please, take it if the market advances and cancel the order if the market declines. Clemency on the part of grain dealers is encouraging this spirit. Our firm has been compelled this past season to teach three buyers this important lesson and our only loss is three undesirable customers and a small attorney's fee. But we got our money, and three buyers were wise to the fact that it takes as many parties to cancel a contract as it takes to make it.

John D. Shanahan of the Dept. of Agri. sent a letter of regret at his inability to be present or send a paper.

J. A. Hughes: I move that we go on record as being in favor of Federal Inspection.

After heated discussion the session adjourned to 9 a. m. Friday without action.

Friday Morning Session.

The Friday morning session was called to order at 9:30 a. m. by Pres. Dorsey and Sec'y Gibbs announced the election of six new members, viz.: C. F. Witherpoon, Denton; Waco Mill & Eltr. Co., Waco; Pilot Point Roller Mills, Pilot Point; R. Lupton, San Antonio; Terrell Milling Co., Terrell, and Dallas Elvtr. Co., Dallas.

J. Z. Keel addressed the convention against federal inspection of grain.



Part of Kansas City's large Delegation to Oklahoma City.

J. C. Hunt and E. W. Rollow spoke for improvement of inspection, but against federal inspection, and the motion was laid finally on the table.

E. B. Doggett spoke on Payment of Collect Telegrams and Telephone Calls, and Sec'y Gibbs read a letter from I. S. Sewell, in which he said, I think buyers in central markets should pay exchange on f. o. b. purchases because buyer agrees to give seller specified price for grain f. o. b. his track. The seller who pays exchange on f. o. b. purchases discounts the account. Why should not the seller sell from 1/8 to 1 cent less or net prices rather than pay exchange on f. o. b. sales?

E. B. Doggett: Sometimes the telephone operators tell the practice of the party called in regard to reversing the charges, but they are forbid doing so.

C. P. Dorsey, Rockwell: It does not matter who pays the telephone company, it eventually comes out of the seller.

E. H. Crenshaw, Hillsboro: If every country operator is permitted to force the payment of his telephone calls upon the central market buyers, the buyers will soon be bankrupt. Any dealers who try to do business at the expense of others are too small to be in the grain business. Pay your own telegram and telephone calls.

Crop reports from different sections showed excellent prospects.

CARE OF SCALES.

F. C. Maegly, A. G. F. A. Santa Fe, wired, Regret exceedingly could not attend annual meeting Texas Grain Dealers Ass'n. Thank you sincerely for cordial invitation. Wish all your members and officers their most prosperous year. Hope your association will give consideration to the employment of practical scale expert directed by your Secretary and Weight Com'te. Such service would prove valuable, economical and self-sustaining if sufficient number of shippers subscribe for regular expert attention needed by scales and expense is prorated basis service rendered each.

J. W. Jockusch, Galveston, read a paper on Should the Receiver at Central Markets Pay Exchange on F. O. B. Purchases? From it we take the following:

Should Receiver Pay Exchange?

The subject assigned to me, while apparently insignificant, is one which is frequently the bone of contention between Buyers and Sellers and is one which should be

thoroly and effectively disposed of in our Trade Rules. I therefore ask the privilege of departing from the subject literally because the reply to the question, "Should the Receiver at central markets pay Exchange on F. O. B. purchases?" can be given in one word—"Yes."

I cannot bring myself to see any great difference between a Receiver at a Central market and a Receiver at a market not considered as "Central." I cannot concede any special privileges or exemptions to one class of Receivers which I would not concede to another! I am located at Galveston which is a "Central Market" and I am a "Receiver" there.

Should one of my friends, say at Lavon, Tex., sell me 1,000 bu. of No. 2 oats in bulk at 40 cents "f. o. b." Lavon, and I confirm such a purchase on my part, then surely my friend at Lavon should receive \$400, net cash, "free on board" cars at Lavon and he should certainly not be put to any expense, expressage, "Exchange" or any other charge in order to collect his \$400.

But should I buy from my friend at Lavon, Tex., these same oats at 44 cents per bushel, "delivered" Galveston, or "f. o. b." Galveston, then I should certainly expect to pay \$440.00 for the car of oats, not \$441.10, computing "Exchange" at 1/4%—or any other figure excepting the \$440.00 which I contracted to pay.

Now, my friends, there is every difference in the world between a sale made "delivered" and one made "c. a. f." or "f. o. b." shipping point. This is perfectly clear to me and it is difficult for me to realize that there should be any question as to the real meaning of these terms to any one engaged in the Grain, or any other line of trade, whether in a "Central market" or small shipping station.

I think it has many times been held that when a sale is made on a "delivered" basis, then the price named shall represent the total cost to the buyer laid down at the point to which the shipment was contracted to be transported.

In my opinion, it would be just as reasonable to add loading, expenses, wear and tear on machinery, telegraphing and postage, etc., as to add "Exchange."

It being conceded, for the sake of argument, that my premises are correct, it resolves itself strictly to a question of Banking or Collection facilities and each of us know best just what it costs him to conduct that feature of his business.

Speaking for myself, I would not buy "c. a. f." or "f. o. b." shipping point without first informing myself as to the cost of exchange because this insignificant little item runs into big figures in the course of a season of fairly good business.

In my opinion, Rule 37 should be revised to read:

"When sales are made 'delivered' the seller shall pay exchange; when sold 'f. o. b.' or 'c. a. f.' the buyer shall pay exchange. Said exchange payable where draft is presented and not added to or included in Invoice or draft."

This being done, there can be no misunderstanding as to terms of sale so far as the item of exchange is concerned and by adhering to this rule as well as all other rules laid down for the conduct of our great business much friction can be avoided.

R. L. Brown, Lavon, read a paper on the same subject, from which we take the following:

Should Receiver Pay Exchange on F. O. B. Purchases?

Exchange, as you know, is the fee charged by the banks for transferring funds from one town or city to another. Some one has this to pay; you can't find many banks that will give you the exchange, and in case they do, it is on account of the business you turn to them, otherwise it is the only fee they get for handling the business.

A good many years back I thot I would get exchange under any and all circumstances on F. O. B. sales, as that was my only way of selling. I would add exchange to drafts and show same in invoice or would add it to draft and note on invoice that I had added it to the draft and then send draft with exchange, and in both instances our bank would take off exchange from face of draft and collect at other end with exchange; and next my customer would come to me and say, "I see you have added exchange to your draft and drawn with exchange," and then he would swear by all that was good and bad that he did not buy exchange, but corn, or whatever it might be, and would say the bank at the other end of line would try to collect exchange as the draft read that way.

We have no such trouble with cotton, which in our case is all sold f. o. b. Exchange is added in the face of the draft, and all firms allow it, and expect to pay it.

We can't blame the buyers in central markets for trying to get out of paying exchange, as it would run up into the hundreds of dollars per month and possibly that much per day with some of the larger firms, but my advice to the central market buyers is to keep buying on destination weights and grades, as I am sure they buy on a basis that justifies them in paying all exchange.

Take Galveston and Fort Worth, where they charge for grading and inspecting, which is usually paid by shipper, makes it more necessary that shipper should not be out anything on exchange, as our Galveston and Fort Worth friends have nothing to do but sit in their offices and go according to the inspection.

Taking everything in consideration it is nothing but right for our buyers in central markets to pay the exchange or ship the currency by pre-paid express on all shipments.

Upon motion of Mr. Dorsey the papers were referred to the Com'te on Trade Rules.

H. Waldo, Muskogee, read a paper on Time Limit for Making Returns After Cars are Unloaded, from which we take the following:

Time Limit for Making Returns.

In all well regulated concerns of great commercial importance it is expected that overage, loss or damage shall be reported promptly, and many of the large associa-



At Oklahoma City May 24, Looking for a Dutch Lunch.

tions and corporations of the country have a time limit for making returns, plainly stipulated in their contracts. It is usually 5 days. Our association has nothing bearing upon this point.

Now why not heal this lame place in the make-up of our otherwise splendid regulations and adopt a trade rule reading, "Reports on weights, grades and condition of car must be made by the Receiver to Consignor within ten days after unloading car, and returns be made thereafter as soon as possible."

It takes but a minute of time and a postal card to put this notice in form, and if sent with promptness, what a grand satisfaction it is to the shipper; for then in case of shortage the original furnisher can be approached while the transaction of sale is fresh on his mind, when he will generally "come across."

But, let the Receiver "pigeon hole" the memorandum of excess or loss, to be transformed into a statement at some "more convenient season," and let that convenient season be in a month or six weeks, as is often the case, then there is dissatisfaction on the part of the shipper and the man from whom he bot; for the matter has grown old and cold and almost forgotten, making the shipper's chance of getting redress from his man very uncertain; for if the transient country dealer in the meantime has not moved away, he is very much astounded at the idea of a refund after such a long lapse of time, and usually refuses to part with his money.

V. F. Wieser, Hico, also read a paper, from which we take the following:

Time Limit for Making Returns.

So long as you dealers will mail your daily quotations and occasionally sell irregular dealers, you may expect nothing but grief as your reward, besides putting a hardship on the regular dealer who is the competitor to the irregular, as not one irregular dealer out of a hundred who receives your daily prices has any other use for them except to use the quotations you make as a basis to buy 5 or 10 sacks of feed from the regular dealers, or the miller.

We have known instances where cars of grain passed through three or four different dealers' hands before reaching final destination and when returns are delayed over a week or ten days (which seems to be the average delay) by each of the shippers it will readily be seen where a great hardship is imposed on all, especially the one who may have been so unfortunate as to have bot from a small country dealer who may have moved or whose bank account may have deteriorated.

A great deal could be said with reference to abuses of the grain trade, on account of slow returns, but we take it for granted that each and every dealer understands the situation fully, hence it is unnecessary to burden you with anything further, but suggest a remedy to in a measure correct the trouble or put the burden on the party who will not do right. This being the case, we are in favor of a Trade Rule making it obligatory upon the receiver of grain to make returns within at least 48 hours after the grain has been unloaded, or waive any claim of any character that he may have against the shipper. This applies, of course, to grain purchased on destination terms.

J. Z. Keel: I move that this Ass'n go on record as demanding of receivers returns on shipments of grain be made to original shipper within twenty days after same has arrived at destination and been unloaded.

L. G. Belew moved to amend so as to confine the rule to shipments west of the Mississippi river. Carried, after long and animated discussion.

J. C. Hunt, Wichita Falls, dealt the sidesteppers who try to get a living by misinterpreting contracts many heavy blows, and recommended the Golden Rule.

Sec'y Gibbs read a paper on The Moral Standards of the Grain Exchanges, by Geo. A. Wells, Des Moines, Ia., which will be published later.

The election of officers resulted in the selection of J. C. Hunt of Wichita Falls for President; T. G. Moore, Ft. Worth, for 1st Vice-Pres.; E. W. Crouch, McGregor, for 2d Vice-Pres.; G. J. Gibbs, Ft. Worth, Sec'y-Treas. For Executive Com'te men: E. R. Kolp, Ft. Worth;

H. B. Dorsey, Ft. Worth, and C. L. Moss of Dallas.

C. L. Moss presented resolution of sympathy to the families of W. D. Van Wagenen, Houston, and J. F. Edwards of Dallas, deceased. Adopted.

A large portrait of ex-President J. P. Harrison, deceased, tendered the Ass'n by Mrs. Harrison, was accepted and a vote of thanks tendered her by a rising vote.

E. R. Kolp of the Trade Rules Com'te presented the following report, which was adopted:

Trade Rules.

Rule 16. Add "When routing is required by contract."

Rule 4. Insert after the word contract in line 8: "Contracts made after 6 o'clock p. m. shall be confirmed as above next business day."

Rule 10. Add "And such rejected shipment shall not apply on contract except when agreed to by buyer."

Rule 38 after word draft on 3d line add "or furnished immediately upon application."

J. W. Jockusch of the Com'te on Resolutions offered resolutions thanking the officers, committees, speakers, the press and the local dealers, which were adopted.

J. Z. Keel presented a resolution favoring financial retrenchment. Tabled.

Adjourned sine die.

Convention Notes.

All the railroads were well represented.

B. J. Carriço captured all the contracts which were let for new elevators.

Two salesmen, A. Barry, representing Richardson Scale Co., and W. B. McDowell.

Many of the old-time "regulars" failed to put in an appearance, but many new ones came to take their places.

Mr. Mountcastle of the Rosenbaum Grain Co. visited the Convention Hall long enough to pass around the cigars.

President Hunt re-appointed L. G. Belew of Pilot Point, Texas, as the Texas member of the Tri-State Appeals Board.

From Kansas City were E. D. Bigelow, Secretary Board of Trade, W. O. Brackett, C. W. Lonsdale, Allen Logan and J. R. Tomlin.

Something wrong—only three bag men in attendance and of course Max Ortlieb was two of them; M. W. Gang was the other.

Uncle Jeff, being re-elected to the secretaryship, will now move his family to Fort Worth and be more content to work in the metropolis.

Mr. Hughes' suggestion that the silent visitors take the "Keel-ey Kure" was not in the interest of harmony, but in the hope of more talk.

The badges which bore the name of each wearer served to introduce visitors who, tho strangers to sight, were well known to each other by name. Identification badges are always the best aid to backward members.

Thursday evening, all of the visiting dealers, their wives and sweethearts, were the guests of the Fort Worth dealers at the Majestic Theatre. The vaudeville program was one of unusual merit and each visitor was delighted with the entertainment.

From Oklahoma were W. T. Brooking, Oklahoma City; G. M. Cassity, Tonkawa; R. M. Hiatt, Lahoma; J. S. Hutchins, Ponca City; T. A. Hughston, Frederick; J. T. Langford, Enid; J. T. Stout, Deer Creek; H. Waldo, Muskogee; H. C. Hicks, El Reno; H. Lester, Rusk; L. P. King, Rule.

The Executive Committee selected the following to serve as Arbitration Committee for the ensuing year: Bert K. Smith, Fort Worth; A. B. Crouch, Temple; D. W. King, Brownwood.

(Continued to Page 783.)



At Oklahoma City Waiting for the Cars to Go to the Banquet.

Echoes of Oklahoma City Meeting

The change in the meeting-place misled many.

Tod Sloan's Club breakfasts of tea and Apollinaris were quite popular.

Few cities would pull off an eclipse and show a comet for a gathering of grain dealers.

Next year Oklahoma City will have more hotels and special convention rates will not be sprung for those desiring a place to sleep.

The ladies were not numerous, but they were shown every attention, being given a dinner party, auto ride and a box party at the Garrick.

Bag men included C. R. Decker and R. M. Spivey, repts. the Milwaukee Bag Co., and A. Meyer, F. J. Murphy repts. the Invincible Grain Cleaner Co.; F. E. Lehman, J. A. Horn, eltr. bldr., and J. D. McLean chased orders briskly.

From Kansas were E. N. Bailey, Baileyville; H. Bird, Wichita; J. C. Davis, Winfield; Alvan Harbour and J. R. Harold, Wichita; T. J. Holdredge, Kingman; J. Rawlins, Winfield; H. S. McCance; H. L. Stover and J. A. Woodside, Wichita.

Insurance men in attendance were Chas. H. Ridgeway of the Western Millers Mutual; G. A. McKinney and R. Watson of the Mill Owners Mutual Fire Ins. Ass'n of Ill.; W. H. Ingalls of the Southwestern Agency and W. M. Sloan of the Grain Dealers National Fire.

Souvenirs distributed late in the session were triangular coin purses with the compliments of J. Sidney Smith & Son, rubber tipped pencils with the compliments of Kelly Bros. Grain Co., key chains by H. R. Williams, elevator watch dogs and comet whistles by Grain Dealers Journal.

Texas was well represented by Claiborne Adams, El Paso; F. J. Becker and H. D. Butts, Galveston; Kent Barber, Ft.

Worth; R. L. Burel, Higgins; H. B. Dorsey, Ft. Worth; K. F. Dazey, Ft. Worth; Allen Early and wife, Amarillo; S. W. Gladney, Wolfe City; W. L. Hutchison, Dennison; R. Lupton, San Antonio; W. W. Manning, Ft. Worth; W. L. Pitts, Marshall; E. G. Rall, Ft. Worth; Fritz Straughn, Ft. Worth; J. C. Whaley, Gainesville; Werner Wilkens, Ft. Worth.

Kansas City's delegation, which was the largest on record, included G. A. Aylesworth; sec'y E. D. Bigelow of the Board of Trade; L. W. Bixler; J. B. Bracken; W. A. Croysdale; W. G. Dilts Jr.; F. L. Ferguson, repts. A. C. Davis & Co.; L. A. Fuller of Thresher & Fuller Co.; J. G. Goodwin, Board of Trade Weighmaster; D. C. Houck, repts. Moore-Lawless Grain Co.; E. P. Jones, repts. the Grain Dealers S.-W. Fire Ins. Agency; Allen Logan; H. Lichtig; C. W. Lonsdale, Pres. K. C. Bd. of Trade; A. J. Mann; S. H. Miller; W. J. Mensendieck, repts. Moss Grain Co.; Chas. H. Ridgeway, Sec'y Western Millers Ins. Co.; Hugo Roos; J. C. Robb, repts. J. Sidney Smith & Son; W. M. Sloan, repts. Grain Dealers Fire Ins. Co.; W. W. Simmons, repts. Ernst Davis Grn. Co.; J. T. Snodgrass and Jno. R. Tomlin, fruit grower to the grain trade.

Among the Oklahoma dealers who arrived Tuesday were J. S. Barley, Tonkawa; J. P. Becker, Galtry; E. L. Beutke, Blackwell; E. C. Boyd, Frederick; G. F. Briggs, Purcell; F. J. Brink, Carnegie; O. F. Brown, Lamont; G. A. Brown, Broken Arrow; P. C. Burge, Hopeton; G. M. Cassity, Tonkawa; U. F. Clemons, Marshall; W. T. Conklin, Kaw City; G. T. Cox, Lambert; J. E. Cristy, Enid; D. J. and E. L. Donahoe, Ponca City; J. J. Donahoe, Mulhall; D. W. Drennan, Thomas; A. J. Esch, Tonkawa; M. Erdwurm, Hobart; Mr. and Mrs. J. E. Farrington and son, Chickasha; F. Foltz, Blackwell; J. W. Grim, Aline; W. M. Gwynn, Ardmore; J. E. Gibbons, Pur-

cell; B. C. Hallum, Fletcher; A. H. Harlow, Cordell; A. Hayes, Norman; W. Hayton, Billings; B. C. Headrick, Tuttle; G. A. Harbaugh, Alva; H. C. Hicks, El Reno; W. T. Hodson, Manchester; J. C. Holman, Raydon; T. Howard, Lucien; J. M. Hughes, Muskogee; H. E. Horn, Brame; G. Ingram, Salt Fork; J. S. Hutchins, Ponca City; J. L. Johnson, Lambert; E. W. Johnston, Pond Creek; J. F. Krontil, Yukon; J. R. Lankard, Kingfisher; P. Lorenz, Cordell; J. E. McAnaw, Elgin; M. C. McCafferty, Enid; T. F. McGraw, Newkirk; C. McFarland; G. E. McKinley, Hennessey; J. W. McSpadden, Tahlequah; P. A. McNeal, Guthrie; A. W. Marlow, Minco; Geo. A. Masters and wife, Perry; S. Marquis, Enid; A. P. Marsh, Madill; R. L. Mimms, Carmen; W. T. Oates, Ponca City; W. L. Perkins, Hobart; C. J. Sawyer, Tulsa; W. Schornden, Ponca City; E. Shultz, Mt. View; W. B. Stephenson, Enid; J. T. Stout, Deer Creek; F. E. Swift, Hunter; J. R. Thomas, Carnegie; C. P. Unruh, Meno; J. Vandenberg, Blackwell; J. H. Westfall, Meno; J. F. Wesley, Thomas; J. E. Wright, El Reno, and W. H. Witcraft, Pawnee.

Grain dealers in the vicinity of Vincennes, Ind., will be called together by M. T. Dillen, sec'y of the Indiana Grain Dealers Ass'n, for a meeting at the Terre Haute House, Terre Haute, Ind., 1:30 p. m., Thursday, June 16, to organize a local association.

Corn cob lumber is the latest substitute for the real thing. It is said to be "just as good." A gentleman named Schaffer, of Rochester, N. Y., is said to have figured out that 3,000,000,000 bus. of corn are a little more than half cob and that if pressed into lumber would yield 19,300,000,000 feet of artificial lumber. In other words, each bushel of cob would yield approximately twelve feet of lumber, board measure.—*American Lumberman*.



In the Grand Stand at Oklahoma City May 24, Waiting for a Dutch Lunch.

Mid-Summer Meeting of INDIANA GRAIN DEALERS

The midsummer meeting of the Indiana Grain Dealers Ass'n was called to order in Assembly Hall of Claypool Hotel, Indianapolis, at 10:15 a. m., June 2, by Pres. W. B. Foresman who read an address from which we take the following:

President's Address.

There is very little for me to say that you have not already heard me say. I earnestly insist that you lend your supporting influences to maintain and encourage the Ass'n to keep on doing more good. Not one of us would be willing to abandon the Ass'n, and go back to the conditions of 1896. We don't look back and apprehend what conditions were at that time. Just think of it, we had no trade rules, no arbitration and not even any grain journals. I fear very few of us appreciate benefits of our Ass'n. I am confident that if our farmer friends had known the millions of dollars our organizations have made for them, they would pat us on the back.

Not only the large dealers receive benefits, but the smaller ones are receiving fair treatment from the railroads and terminal markets. I have talked with several substantial dealers who at one time were members of this Ass'n, but since have withdrawn. Not many, but we have a few. I have said to them, "While you do not appreciate the Ass'n enough to keep up your dues, it is like the old adage, We never miss the water till the well goes dry." Likewise with yourself. You would not appreciate this Ass'n until it was broken up, and the conditions reverted to the year of 1896.

This Ass'n cannot thrive and benefit us unless we will share its expenses, and while it is in fairly good circumstances members are delinquent with their dues, and we take this liberty of insisting on your paying up. The greatest trouble is with ourselves, as we pay so little attention to the work, but depend largely on other members to keep it up.

If we can get even 50 per cent of the grain dealers to support this organization with the present established dues, it would be in a position to do twice as much work in the interests of all as at present.

To date since our annual meeting we have taken in nine members, and I hope by our next meeting to report four times as many.

The most of us will have to admit that this organization has done more to improve conditions, but only a little as compared with what is necessary to be done to meet the situation confronting the generation unborn.

Pres. Foresman appointed the following committees:

Resolutions: P. E. Goodrich, Winchester; Tom Morrisson, Kokomo; E. E. Elliott, Muncie.

Comite to confer with committee from millers' ass'n regarding a special wheat train: O. J. Thompson, Kokomo; Fred Kennedy, Shelbyville, and Bennett Taylor, LaFayette.

A. E. Reynolds, of Crawfordsville, read a paper on Evils of Advancing Money to the Farmers on Grain Purchased for Future Delivery, from which we take the following:

Evils of Advancing Money to Farmers.

Business in all its branches is in the midst of a mighty revolution. Methods which were in vogue a few years ago are now found to be inadequate to meet the requirements of existing conditions. Practices which were formerly looked upon with favor have in recent years been wholly abandoned.

Advancing money where no contract for delivery is entered into is attended with vastly more evil than where a contract exists.

The practice of furnishing seed oats and taking a lien on the crops to be planted, comes very distinctly under the head of advances.

All of these practices are evils, detrimental alike to grain dealer and farmer.

The practice of the country grain dealer acting as banker for the farmer is detrimental to both.

I entered the grain business at a time when it was fraught with all the hazards possible to be imposed on any line of commerce.

The entire business from the country grain dealer to the final consumer was one vast fabric of confusion. No attempt at system. No regard for sound business practices. Dealers seemed to strive to out-do each other in the practice of unbusinesslike methods. Failure was the general result.

As I survey the last quarter century in the business, it is a marvel to me that such reforms could be made in the length of time. From chaos to order; from rotten business practices to sound ones; from dishonest to honest methods; from margins of five to six cents profit attended with bankruptcy, down to two or three cents followed by success.

When the farmer borrows from the grain dealer, and particularly when he pays no interest, is it not a fact that he is getting something for nothing? Can the grain dealer afford to give something for nothing? Must he not, as a matter of sound business practice, get a little better margins to meet the unbusinesslike drain on his profits?

The farmer who draws money in advance may get the same price for his grain as the man who draws nothing, but is it not a fact that the whole business fabric is affected in some measure by this evil practice?

Farmer, is it not true that when you draw money from your grain dealer, particularly if you don't pay interest, that you have a little suspicion that the grain dealer will try to buy your grain a little cheaper to make up for what the obligation costs him? If perchance your grain is off-grade or out of condition, don't you feel like the discount is a little heavier than it would have been had you not been under some obligation to your dealer?

Grain dealer, is it not a fact that when you advance money you feel that you ought to get a little advantage to compensate you?

If the farmer has the suspicion that the dealer is trying to get even for free accommodations, if he feels that he is really under obligations for some favor, he is bound to be harder to satisfy. His suspicions will soon develop in his mind into an absolute certainty. When he has erroneously made up his mind that the dealer is not treating him fairly, the dealer has made an enemy, and all on account of having tried to give something for nothing.

We have often heard a farmer say "If I was not under obligations to Brown I would haul my grain to Jones, but I got money from Brown and must haul him my grain." Often we hear of cases where he does haul his grain to Jones and pays the money back to Brown.

Why? Simply because the obligation under which the dealer had placed him had, in a measure, destroyed his confidence. He feared he would not get as good a deal under the circumstances as he would if he had not been so situated.

Getting down to bed-rock facts, both farmer and dealer in this kind of transaction contribute to the upbuilding of unbusinesslike practices, which in the end tend to undermine the pleasant, confidential business relations which should exist between them.

I have known of farmers obtaining from the dealer oats ostensibly for seed, hauled it to another market, sold it for cash, never planting a grain of it.

In such cases if the oats had been obtained on proper contract the dealer would have had recourse to criminal action against the perpetrator of such fraud. The amount involved is not large enough to warrant him incurring the expense of criminal prosecution.

The usual result is that the criminal goes free. He soon seeks pastures new and other suckers verdant, and repeats the performance with the same success and impunity as before.

If your business is honorable and you are conducting it in an honorable manner, you do not need to apologize for it.

If conditions warrant advancing money, do it in a businesslike manner, on a note

or contract, which binds you and the farmer alike. Your farmer friends will soon appreciate the fact that you are conducting your business on strictly business principles. They will respect you for doing so.

Of two competitors at a given station the one who proceeds along the line of square business dealings, refusing to do unbusinesslike things, treating everybody alike, insisting on his rights being observed, showing by his actions that neither his business, or his methods need an apology, will succeed over the one who is constantly offering these favors, who wants to do anything, businesslike or unbusinesslike, to demonstrate to the public that he merits its confidence.

Prof. G. I. Christie of Purdue University: Moisture in corn is causing grief for every man who attempts to handle the large varieties. The farmers in their eagerness to outdo one another have gone far from home for seed and introduced varieties unsuited to their sections. By degrees they are learning of their mistake and are using more and more home grown corn.

At the Illinois Experiment Station a corn crib was built upon jack screws and let down onto a scale platform at different times. The loss of moisture from gathering time up to June was 17.7 per cent. Sep. 19 per cent. The same corn in March of the second year showed a loss of 17.6; in June 19.1; in Sep. 20.5, so it took up moisture during the winter.

In addition to the loss by evaporation the farmer suffers from poor cribs, rodents and bad weather. He is also out his insurance, interest and the loss by decline in the market. Can he afford to take chances? Would he not be better off to market his corn soon as gathered?

If we are going to sell our corn abroad we must grow corn which will grade. A number of export shipments of corn certificated as No. 2 at our ports was inspected by our agricultural department experts and it graded upon arrival abroad according to its moisture content; 11.3 per cent was No. 1; 7.4 was No. 2; 50.1 was No. 3; 18.6 was No. 4; 12.6% was sample.

Prof. Christie described the Duval method of conducting moisture tests and exhibited the apparatus needed in making the tests.

If grain buyers would install a moisture test and explain to farmers the reason you can not pay a high price for the water in their corn they will quickly realize the justice of your claim and take steps to grow corn which will mature.

Good dry corn should not contain over 12 per cent of moisture and grain dealers who buy more are likely to encounter trouble.

E. L. Southworth of Toledo commended the moisture testing apparatus as the most satisfactory device for determining value of corn. I happen to be chairman of our grain com'tee and we have tested over 7,000 samples on the last crop and evidently with complete satisfaction to shippers. I have seen kiln dried corn containing 14 per cent moisture take on 2 per cent in a day.

Prof. Christie: Corn in cribs seems not to lose much moisture until April, then the decrease is rapid. Kiln dried corn will absorb moisture from the air on a damp day more readily than natural corn.

C. T. Blackburn, Baltimore: I think the advice of Prof. Christie to get seed corn at home merits careful attention of dealers and farmers and especially of those who run seed corn specials.

Edgar Evans of the state millers' ass'ns: Indiana grows more soft wheat than any other state but the farmer produces about 13 bus. per acre. The state authorities at Purdue say Indiana must

grow more bushels of wheat per acre or else reduce the acreage. At the millers' meeting last week we appointed a com'te to take up the agitation of more wheat. The Purdue authorities are preparing a pamphlet on wheat culture and the millers propose to buy copies for free distribution in hope of raising the average yield per acre. We believe that the average yield can be raised 5 to 10 bus. per acre in a few years if we can reach the farmer.

L. H. Mummert of the Indianapolis Car Service Buro in talking on the new Demurrage Rules said they were not for the purpose of collecting velvet. The principle of demurrage is, Is my neighborhood, my competitor being charged demurrage? We are trying to make the charges equitable and uniform. [Evidently overlooks the fact that each railroad charges other roads but 25 cts. per day for cars.]

I once heard a grain man say, that he was going to ask the Railroad Commission for 96 hours full time in which to load a car of grain. I told him that to double the free time would be to invite all farmers to load their grain direct to cars so elevators would not be needed. He immediately changed his mind and asked for a reduction of free time. Do you want to encourage more free time when the elevators do not need it? If the grain dealers do this they will work a handicap to their own business because they will be deprived of cars which others get.

If we give you the average agreement for loading and unloading you can not expect more than average service.

Cloyd Loughry complained of bunching of daily shipments and delivering all the cars at one time.

Mr. Mummert: The shipper has the option of making an average agreement and under any condition he should not be charged for demurrage if he releases each day as many cars as he should receive.

P. E. Goodrich of the Resolution Com'te reported the following resolutions which were adopted:

District Chairmen for Managers.

We recommend that the Board of Managers give careful consideration to the proposition of having such Board composed of the chairmen of the several district Ass'ns and that they report such amendment to the constitution for consideration at our next meeting in January.

Want Scales Specified in Certificate.

WHEREAS, The weight certificates of the different terminal markets do not designate the names of firms owning scales upon which said grain or hay was weighed, thereby causing the shipper inconvenience and loss; therefore, be it

Resolved, That the authorities having the supervision of weighing in the different terminal markets be instructed to have all weight certificates specify the scale upon which grain is weighed.

Commend National Ass'n.

WHEREAS, The Grain Dealers National Ass'n has recently been canvassing the South and added more than 150 new members; and

WHEREAS, We recognize the great benefits to be derived by closer relations with the Southern consumers; therefore be it

Resolved, That we commend the excellent work being done by the National Ass'n and pledge our renewed support.

RESOLVED, That we recommend to the managers that we hold our next meeting in this hall.

Percy Goodrich, A. E. Reynolds, E. E. Elliott.

J. Vining Taylor, Sec'y Nat'l Hay Ass'n invited dealers to join the Ass'n and attend the annual meeting in Cedar Point, O.

O. J. Thompson of the Com'te to meet with the Millers' Ass'n Com'te to secure

improvement of wheat culture reported the following resolution which was adopted:

Wheat Culture.

RESOLVED, That every grain dealer be requested to subscribe for \$5.00 to \$25.00 worth of pamphlets to be printed by the experiment station in regard to Wheat Culture, and to distribute such pamphlets at the mill door or to furnish the Station a list of names of farmers to whom the pamphlets may be sent under the Station's frank.

That every grain dealer be requested to secure suitable wheat for seed purposes and furnish it to the farmers at a charge not exceeding 10c above the price of No. 2 wheat.

That every grain dealer be requested to distribute such literature as may hereafter be published and to talk with all the farmers he knows in regard to the necessity of using improved methods of wheat culture.

That the President appoint a permanent Committee of three for the purpose of promoting an increase in the production of grain per acre in this State.

O. J. Thompson, Bennett Taylor, Fred Kennedy.

Adjourned sine die.

Hoosier Convention Notes.

An excellent meeting but all too brief. As usual, Joe McCaffrey distributed Pittsburg stogies.

The only Ohio dealer from an interior point was Harry Kress of Piqua.

Buffalo was represented by J. J. Ram-macher of the Eastern Grain Co.

Lead pencils were distributed with the compliments of Hoosier Grain Co.

Chicago sent E. H. Young, representing W. A. Fraser & Co., and M. L. Vehon, representing Rosenbaum Brothers.

From Cincinnati were H. B. Brown, A. C. Gale of Gale Bros. Co., and from Louisville, F. W. Scholl.

Toledo's delegation included Fred Jaeger, of J. F. Zahm & Co., and E. L. Southworth of E. L. Southworth & Co.

Philadelphia was represented by P. R. Markley, Pittsburg by J. A. A. Geidel and Jos. A. McCaffrey; Boston sent Seth Catlin, Jr.

Baltimore's delegation included H. E. Elgert of J. A. Manger & Co.; Wm. Rodgers, of Thos. Johnston Co.; J. M. Warfield, and C. P. Blackburn.

"We want the account of the fellow on the other side" was the legend on the back of pocket mirrors distributed by the Files-Greathouse Grain Co.

"Wash away your troubles" was the cheery word that accompanied a cake of soap presented by M. J. Young, with the compliments of The Philip Smith Mfg. Co.

The President's persistent rapping for order emphasized the great need for a sergeant at arms to put out the standing conversationalists and to push forward those who wished to hear.

W. F. Iutzi of Terhune, Hamilton county, exhibited a bundle of wheat stalks, many of which were cut by something just above the first joint. He reported the wheat falling so badly it would be impossible for binder to gather it. M. Wellington of Anderson and M. Goodrich of Winchester reported many fields similarly afflicted.

Machinery and supply men present were A. S. Garman, repte. the Huntley Mfg. Co.; J. H. Pank, repte. the Invincible Grain Cleaner Co.; M. J. Young, repte. The Philip Smith Mfg. Co.; J. F. Bassett, repte. Durable Wire Rope Co.; W. B. Smith, repte. Richardson Scale Co.; F. H. Morley, repte. Avery Scale Co.; J. P. Johnson, repte. National Automatic Scale Co., and E. W. Wilkes and Fred W. Kennedy of the Kennedy Car Liners.

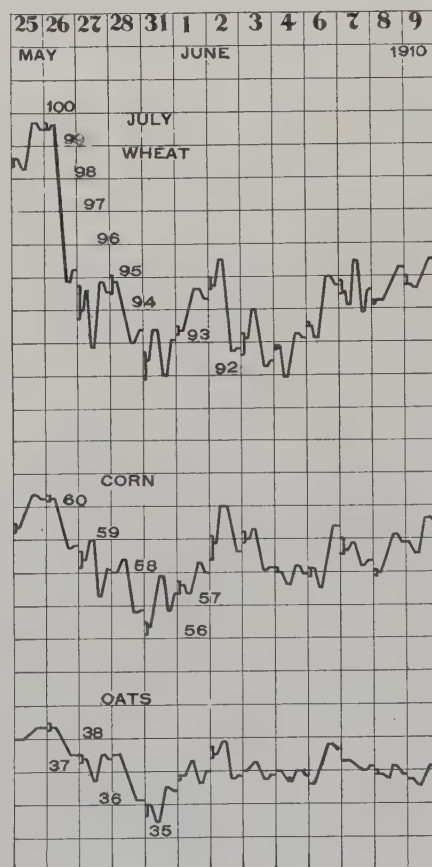
Having previously arranged with the weather man for a heavy downpour of

rain Bert A. Boyd graciously invited all the dealers to be his guests at the baseball game. The rain came down so heavily everyone said, "Only another of Boyd's tricks," which caused Bert much embarrassment. In order to make good he invited everyone to the theatre and 70 accepted.

Among the shippers present were S. K. Bankert, Plymouth; F. J. Baird, Advance; C. M. Barlow, Kokomo; W. R. Beck and S. M. Beck, Bowers; A. Boling, Adams; W. E. Brown, Pendleton; T. C. and B. F. Crabbs of Crabbs, Reynolds, Taylor Co., Crawfordsville; O. A. Davis and N. O. Davis, Frankfort; E. E. Eliott, Muncie; P. Engle, Albany; W. Frank, Frankfort; C. A. Ferguson, Mel-lott; W. B. Foresman, Lafayette; Aaron Gardner, Cottage Grove; H. S. Gardner, Kitchel; P. E. Goodrich, Winchester; L. L. Heffner, Linden; A. M. House, Hobbs; E. Hutchinson, Arlington; W. F. Iutzi, Terhune; C. Loughry, Monticello; W. H. Leisure, Gwynneville; G. F. Mark, King-man; D. C. Moore, Waynetown; Tom Morrisson, Kokomo; J. Myers, Francis-ville; G. M. Malsbary, Darlington; E. A. Morris, Newcastle; B. E. Page, Mellott; W. W. Pearson, Upland; A. E. Reynolds of Crabbs, Reynolds, Taylor Co.; H. B. Seaward, Galveston; E. K. Sowash, Mid-dletown; J. L. Schalk, Anderson; J. J. Snodgrass, Hillisburg; T. O. Stanley, Lyons Sta.; J. S. Sellars, Crawfordsville; A. Smith, Sheridan; O. J. Thompson, Ko-komo; J. Wellington, Anderson; A. P. Watkins, Lincoln; W. D. Wilhelm, Tip-ton; T. B. Wilkinson, Knightstown.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for two weeks prior to June 10 are given on the chart herewith:



Grain Trade News

ARKANSAS.

Almyra, Ark.—Rice growers in this vicinity, headed by G. W. Ross, mgr. of the Fairfield Rice Farms Co., believe they can market their crop more satisfactorily by building a rice eltr. instead of a rice mill, and have subscribed \$18,000 toward the \$30,000 estimated cost of a 90-000-bu. eltr.

Little Rock, Ark.—At a recent meeting of the directors of the Board of Trade the following officers were elected for the ensuing year: H. L. Rimmel, pres.; W. W. Dickinson, vice pres.; George W. Rogers, treas., and George R. Brown, sec'y. August Probst was appointed assistant sec'y. R. C. Warren was re-elected chemist. The election of Dan Daniel as chief grain inspector and weigh-master was approved.

CALIFORNIA.

Woodland, Cal.—The California Alfalfa Mlg. Co. is building an alfalfa mill at this point.

Los Angeles, Cal.—The Globe Grain & Mlg. Co. will increase its capital from \$1,250,000 to \$2,000,000.

Willow, Cal.—The Glenn County Cold Storage & Creamery Co. will build a large alfalfa feed plant.

San Pedro, Cal.—The Globe Grain & Mlg. Co. of Los Angeles is building an eltr. to transfer grain from boats to cars.

Los Angeles, Cal.—The Pacific Mlg. & Eltr. Co. incorporated by George L. Campbell, I. C. Sanford and three others; capital stock, \$500,000.

CANADA.

Cheadle, Alta.—I. C. Felger is considering building an eltr. here.

Calgary, Alta.—The Globe Eltr. Co. is doubling its terminal storage here.

Craik, Sask.—The Farmers Eltr. & Trading Co. is building an eltr. to cost \$11,500.

Calgary, Alta.—The Calgary Mlg. Co. will build a 500,000-bu. eltr. to replace that burned Apr. 14.

Trebeme, Man.—The eltr. of the International Eltr. Co. burned recently with 4,000 bus. of grain.

Ratcliffe, Sask.—E. C. Danelz of Swift Falls, Minn., intends to build an eltr. and a flour mill here to be operated by natural gas.

Calgary, Alta.—The Alberta Pacific Eltr. Co. will increase the storage capacity of its eltr. system this year by 1,500,000 bus.

Claresholm, Alta.—The Claresholm Lbr. & Grain Co. has applied for a permit to change its name to The Western Canada Lbr. Co., Ltd.

Carmangay, Alta.—The death of Ernest P. Nelson, due to explosion of a boiler in an eltr. here, May 12, is noted in another column of this number.

Winnipeg, Man.—To extend its exportation of Canadian wheat, the Hall-Baker Grain Co. of Kansas City, Mo., has established a branch office in this city in charge of Henry Leverich, who formerly represented the firm at New Orleans.

Didsbury, Alta.—The mill and 60,000-bu. eltr. owned and operated by M. Webster burned May 28. The eltr. contained about 20,000 bus. of grain, mostly wheat. The mill will probably be rebuilt soon.

Winnipeg, Man.—The Manitoba Eltr. Commission, appointed to inaugurate a system of government-owned eltrs. in this province, has taken the oath of office, held its first session, opened its offices here and is planning to investigate conditions and requirements in different parts of the province.

Montreal, Que.—The Metcalfe Grain Co. has brot suit against the Northern Crown Bank for \$20,206 damages thru loss alleged to have been sustained by the company in the sale of a large quantity of oats by neglect of the bank to notify the company that certain drafts received by it on the company to which the grain was shipped had been dishonored.

Montreal, Que.—The Transportation Buro of the Board of Trade received, May 25, an important decision of the railway commissioners, affecting local grain men, especially those dealing in oats. In effect the Grand Trunk and Canadian Pacific railways have been ordered to give the same rates to ex-lake western grain from Montreal to points in Ontario and Quebec on the same mileage basis as that in force on the same commodities from Georgian Bay eltr. ports to points in Ontario. Hitherto the railways quoted rates from Georgian Bay ports on such a basis that, if a Montreal broker sold oats to a Quebec firm, he would find it cheaper to ship by rail from some other point than to carry the oats to Montreal and ship from this port. This discrimination against Montreal was credited with obtaining much long-haul business for the railways.

Winnipeg, Man.—The Winnipeg Grain Exchange is conducting an investigation to determine what action it can take in reference to the convictions recently obtained by Warehouse Commissioner C. C. Castle against some of the terminal eltrs. for sending irregular returns to the dominion government. The council and some members of the Grain Exchange are not satisfied to let the matter end with the fines already imposed, \$3,000 on six charges against the Empire Eltr. Co. and \$2,500 on five charges against the Port Arthur Eltr. Co., a \$500 fine for each false statement. The four cases are of special interest because they prove that the inspection system giving the government the right to measure and weigh is a great safeguard to the grain trade. The investigation is being made to determine whether the guilty parties can be taken to task by the Grain Exchange also. The council of the Exchange has appointed W. L. Parrish to examine and report.

COLORADO.

Genoa, Colo.—I am contemplating building an eltr.—E. Hickman.

IDAHO.

Nampa, Ida.—The Nampa Grain & Eltr. Co. has succeeded L. L. Miller.

Ferdinand, Ida.—The recently organized Ferdinand Farmers Union Warehouse & Trading Co. has bot the warehouse of the Kerr-Gifford Co. and has leased that of the Balfour-Guthrie Co. Nick Kinzer is pres.; Edgar C. Fry sec'y-treas.; capital, \$10,000.

ILLINOIS.

Bethany, Ill.—R. W. Noble has installed a Western Pitless Sheller.

De Land Ill.—W. E. Hardin is considering installing an automatic scale.

Henning, Ill.—A movement is on at this place for a farmers' eltr.—C. C. White.

Florence Station, Ill.—I now represent the H. A. Hillmer Co. at this station.—Alfred Cram.

Garfield, Ill.—The Garfield Grain & Coal Co. has increased its capital stock from \$5,000 to \$10,000.

Weldon, Ill.—H. G. Porter & Son are building a new eltr. to be furnished complete by the Union Iron Works.

Decatur, Ill.—The Williams-Fitzhugh Co. of Memphis has established a branch office here with J. H. Bray in charge.

Pekin, Ill.—Henry A. Wieberg, who had been a grain buyer for the Turner-Hudnut Co. for 27 years, died May 21.

Allenville, Ill.—Morris & Stone have changed the power of their eltr. from gasoline to steam.—C. O. Garver, Champaign, Ill.

Glasford, Ill.—The recently incorporated Farmers Lbr. & Grain Co. has increased its capital stock from \$26,000 to \$35,000.

Fithian, Ill.—Joseph Freeman, who has managed the eltr. of Gale Bros. & Co. at this station for years, has sold his residence in Ogden.

Sidney, Ill.—The Sidney Grain Co. is making some changes in its eltr. and installing new machinery. W. H. Wenholz is doing the work.

Brock sta., Chicago Heights p. o., Ill.—Construction has commenced on the 15,000-bu. eltr. for Wm. Werner & Son, to be completed within 30 days.

St. Joseph, Ill.—The St. Joseph Grain Co. is preparing to build an up-to-date grain office adjoining its eltr. and will probably use the old office for implements.

Tolono, Ill.—Horton Bros. & Co. have bot the eltr. of A. H. Edwards and will take possession July 1. V. L. Horton will manage the plant. J. K. Horton is now at Garrett.

Ficklin, Ill.—I have built a coal shed and put steel roofing on back half of my eltr. and will install an Invincible Cleaner, corn and cob, and an Avery Automatic Scale.—Peter Kruse.

Pecatonica, Ill.—George and Will Sumner have bot the eltr. of F. B. Campbell, that has been operated by Douglas Salisbury, and will operate it under the name of Sumner Bros.

Fairmount, Ill.—O. C. Benson has installed an automatic shipping scale and is pleased to report that all his shipping weights to the different markets agree with the terminal weights.

Lockport, Ill.—The Northern Illinois Cereal Co., incorporated; capital, \$50,000; directors, John W., J. D. and H. P. Dwyer, E. J. Conley and F. F. Ladd. This is a reorganization of the Lockport Grain & Mlg. Co., a branch of the Calumet Mlg. Co. It aims to have its newly equipped plant in operation by July 1.

Harvey, Ill.—The Calumet Cereal Co. of Chicago expects to have its new corn products and starch plant in operation at this point next month. The mill will have a daily capacity of 6,000 bus.

Combs Switch, Deland p. o., Ill.—H. G. Porter & Co. of Deland have had plans drawn for a 15,000-bu. eltr. to be erected at this station and operated by gasoline power.—C. O. Garver, Champaign, Ill.

Lake Fork, Ill.—The Mansfield-Ford Grain Co. is installing a 25-h.p. steam engine to replace gasoline, is adding three dumps and remodeling thruout; when finished will have a capacity of about 50,000 bus.

Crystal Lake, Ill.—H. M. Rosenthal & Sons will have a 25,000-bu. eltr. of cribbed construction covered with galvanized iron siding, built by the Burrell Eng. & Const. Co. Electric power will be used, about 75 h.p.

Croft, Ill.—The Croft Farmers Grain & L. S. Co. will move its eltr. 18 ft. and set it on new concrete foundation, build a new power house, a drive, cob house, dust house and rearrange its machinery. Burrell Eng. & Const. Co. has the contract.

Pesotum, Ill.—Kleiss & Gilles are having plans for a 20,000-bu. eltr. and a new concrete engine room, prepared by W. H. Wenholz; work to begin immediately. Equipment will include two stands of eltrs., one for ear corn and one for small grain.

New members of the Illinois Grain Dealers Ass'n are Clement, Curtis & Co., J. Crawford & Sons, Hindsboro; Frank J. Davis Grain Co., Tremont; Hitch & Kirk, Bondville; Ike Livingston Grain Co., Bloomington; Puterbaugh, Walker & Co., Mackinaw; L. E. Slick & Co., Bloomington; Wheatley & Linder, Charleston.

Decatur, Ill.—The Staley Mfg. Co. Baltimore, Md., has bot the plant erected for the Pratt Cereal Oil Co. and is now installing a starch plant, which is expected to start in operation with the new year. At the beginning about 5,000 bus. of corn will be ground each day, but it is hoped to increase this to 10,000 and later to 15,000 bus. per day.

Reddick, Ill.—In adjusting the affairs of Melvin H. Cooley, who made an assignment some weeks ago, his creditors are made shareholders in the Farmers Eltr. Co. of Reddick recently incorporated for \$15,000. The largest stockholders are H. James, \$3,800; J. C. Tobey, \$2,000; O. T. Olsen, \$2,500, and Mrs. John H. Smith, \$2,000.

Darrow sta., Stockland p. o., Ill.—At present the Darrow Farmers Grain Co. will not enlarge the eltr. it recently bot at this station about 5 miles from Sheldon, from the Herron-Patterson Grain Co. of Milford, Ill., tho that may be necessary soon. W. K. Bowlon is pres.; F. P. Zumwalt, sec'y, and N. L. Layer from Wyatt, Ind., is mgr.—A. M. Eastburn & Co., Sheldon, Ill.

Beecher, Ill.—Ernest Heldt, Sr., and sons, Charles and Fred, have bot the eltr. and residence of F. G. Cloldt for \$13,500. The eltr. was listed at \$8,500; they will operate it under the firm name of Heldt Bros. An erroneous statement gained circulation in some papers that Dietrich Wiechen and Herman Brockelman had bot the eltr., hay and coal sheds for \$8,000, but that deal fell thru. Mr. Cloldt will go into business in South Dakota.

Mayview, Ill.—E. C. Sadorus is having his 80,000-bu. eltr. repaired and resided. This house was built seven years ago and sided over the cribbing with drop siding, that let water leak thru and rot the cribbing, so considerable had to be cut out and recribbed. It will be resided with 6-in., extra clear Oregon red cedar. W. H. Wenholz has the contract.

Thomasboro, Ill.—In the case of the Thomasboro Farmers Grain, Lbr. & Coal Co. against A. S. Brownfield, tried recently, the jury remained out all night before rendering a verdict for \$7 damages to the grain company, about 1c per bu. on corn contracted for but not delivered, instead of the \$140 asked. The company has asked for a new trial.

Bryce sta., Woodland p. o., Ill.—The Bryce Farmers Grain Co. has had its eltr. covered with galvanized iron sheeting and has built a cement block engine house in which it has installed a 20-h.p. gasoline engine to replace its steam engine, because of the difficulty of getting water for steam power. Last summer it had to haul water to keep the machinery in operation.

Peoria, Ill.—We are indebted to John R. Lofgren, sec'y. of the Peoria Board of Trade, for a copy of the 40th Annual Report of the Trade and Commerce of the City of Peoria, for the year ending Dec. 31, 1909, compiled by Mr. Lofgren and containing the annual report of the Board, a list of its members, and tabulated statistics of the trade in this city, at terminal markets and for the entire country, making it valuable for reference.

Illioopolis, Ill.—The eltr. of the Illioopolis Farmers Grain Co. has been closed and G. H. Gray, the company's manager, who operated it, has been let out pending investigation by the stockholders of a reported loss of \$30,000 to \$40,000. The company was organized about five years ago with a capital stock of \$10,000, held by 115 stockholders, and has handled annually about 300,000 bus. of grain. Large dividends were declared regularly and until recently it was considered successful. J. I. Gordon is pres., Henry Shaffer, sec'y.

Pisgah, Ill.—While working on the new eltr. of Calhoun & Curry, May 23, the contractor, J. H. Sharp, had three of his ribs broken. He and four of his workmen were on a scaffold about 30 ft. above ground, placing a heavy timber in position, when the framework on which they were standing gave way in the middle, caused by the added weight of the timber and by a weak place in a piece of flooring. The men were thrown to the ground and, strangely, escaped serious injury. Last winter Mr. Sharp was night clerk in a hotel.

Weldon, Ill.—The eltr. we are building will be a cribbed house, 36x24 ft. and 72 ft. high, with shed attached for dumps. The eltr. will hold about 22,000 bus. and will be operated by an 18-h.p. gasoline engine installed by the Jacob Haish Co. We will not have any machinery except the two stands of eltrs. and the automatic scale with gravity loader. The Union Iron Works will furnish the machinery, the manlift and car puller. We will have a set of dump controllers on each of the two dumps, and are in the market for them. In addition to the above we have purchased the 25,000-bu. eltr. at this point of the Rogers Grain Co., formerly operated by Wm. Susdorf, and will operate both of them.—L. F. Webb Grain Co.

Pana, Ill.—James F. Umpleby has purchased the plant formerly operated here by the Planters Compress Co. of Boston that did a large export business in baled hay. The buildings and machinery purchased at large expense, have stood idle so long they were beginning to decay. Mr. Umpleby will move one of the buildings to Ohlman to use it for hay storage; the other he will keep here for a grain and hay storage house.

Peoria, Ill.—Receipts of grain during May included 38,000 bus. wheat, 1,130,727 corn, 1,141,200 of oats, 23,100 of rye and 134,400 bus. of barley, compared with 34,000 bus. wheat, 1,141,191 bus. corn, 652,500 of oats, 10,000 of rye and 156,000 bus. barley received in May, 1909. Shipments included 14,000 bus. wheat, 857,528 bus. corn, 1,356,200 of oats, 13,729 of rye and 44,658 bus. barley against 7,000 bus. wheat, 872,299 bus. corn, 1,213,506 of oats, 4,000 bus. of rye and 176,251 bus. barley shipped during May, 1909.—John R. Lofgren, sec'y Peoria Board of Trade.

Georgetown, Ill.—During the May term of the Circuit Court at Danville Paul Kuhn & Co. obtained a verdict for \$101.50 damages against Samuel Bennett and James Brown, of whom Kuhn & Co. had bot 2,000 bus. of corn, Aug. 24, to be delivered at the eltr. in Georgetown by Dec. 31, 1909, at 46c per bu. Brown and Bennett delivered 900 bus. They testified that they ceased to deliver corn because the agt. of Paul Kuhn & Co. at Georgetown notified them to quit on account of the cribs being full. The agt. testified that he did not tell them to stop delivering, but only to suspend delivery for a short time. The firm alleged that it tried to get them to renew the delivery, but they refused. Meantime the price of corn advanced and the firm sued the farmers for \$2,000.

CHICAGO NOTES.

A reorganization for the Burns-Yantis Grain Co. is being worked out.

The Armour Grain Co. is installing a 10,000-bu.-per-hr. bleacher in its Minnesota Eltr.

H. H. Randolph, who recently posted his membership for transfer, will retire from the grain business.

The call committee of the Board of Trade has cut out the call for wheat for 10-day shipment and has substituted wheat for shipment by July 20 and Aug. 31.

Louis Pfaelzer & Sons incorporated by Jonas L. Pfaelzer, Joseph Weissenbach and James S. McClellan to do a grain, livestock, slaughtering and packing business; capital, \$200,000.

Chicago callers: P. R. Markley of J. B. Pultz & Co., Philadelphia; C. V. Topping, Oklahoma City; Henry Lassen, Wichita; Geo. H. Hunter, Wellington; F. B. Stevens, Wichita.

Lee W. Pardridge, a nephew of C. W. Pardridge, who formerly traded in corn for W. H. Lake & Co., and recently represented Sam Finney in the wheat pit, is now doing a regular brokerage business for his own account.

The Wabash Railroad announces that, effective June 10, as per Supplement 2 to Western Trunk Lines' circular No. 1-D, it will discontinue deduction for so-called natural shrinkage made by the carriers in the adjustment of claims for loss on wheat, flaxseed, rye, oats and barley $\frac{1}{4}$ of 1%; on corn $\frac{1}{4}$ of 1%.—W. M. Hopkins, mgr. transportation dept., Chicago Board of Trade.

Christopher C. Crowell, Jr., will take over the Board of Trade membership that formerly belonged to his father, who was head of the Crowell Lbr. & Grain Co. at Omaha continuously from 1869 until his death a few months ago.

The C. & N. W. Ry. is defendant in a proceeding before the Interstate Commerce Commission by the J. J. Badenoch Co., Hooper Grain Co., Frank Marshall and Frank G. Ely to recover switching charges on grain which had been purchased with the understanding that free delivery would be made.

Judge Julian W. Mack of the Appellate Court has decided against Nash, Wright & Co., in their suit to recover \$30,000 loss in transactions in grain with David C. Wright based on privileges. These so-called indemnities the court held to be no different from puts and calls, which are prohibited by the Illinois statutes.

The directors of the Board of Trade have disapproved the petition for an amendment to the rule providing for the pro rata distribution among creditors of the value of the membership certificate of expelled members, for the reason that it has been the practice of the directors to make such distribution and therefore no rule is necessary.

By a vote of 357 to 86 the members of the Board of Trade this afternoon adopted an amendment to the rules giving the regular warehousemen permission to charge increased rates of storage on grain. For the first 10 days or part thereof the amendment permits a maximum charge of 1c, against $\frac{3}{4}$ c as hitherto; and 1/30c per day thereafter, instead of 1/40c, effective July 1, 1910.

Bartlett-Frazier Co. incorporated by George P. Merrick, William C. McHenry and William A. Love to do a general commission and brokerage business; capital, \$1,000,000. This corporation will succeed Bartlett, Patten & Co. July 1. W. H. Bartlett, who has been at the head of the house for more than 20 years, retains an interest and will be joined by his former partner, F. P. Frazier. Other stockholders are H. E. Rycroft, C. B. Pierce, H. J. Patten, George E. Fuller, W. E. Hudson and E. D. W. Pogue.

The so-called bucket shop law was designed to stop the gambling in wheat and other foodstuffs among the clerks and others who are unable to afford its losses. It is not true to say that the prosecution of the bucket shop operators will destroy the competition of the Chicago Board of Trade. The board, according to the law, is conducting a legitimate business. It has been suggested that the telegraph companies violate the law by the transmission of bucket shop information. This has not been determined.—Attorney-General Wickersham.

A. B. Lord of Lord & Garland now has charge of the affairs of W. H. Merritt & Co. as trustee and the receivership has been withdrawn, as is customary in such cases. An effort is being made to reorganize the company and permit it to resume business. A proposition has been made to the creditors, based on the promise of the Bank of Montreal, the chief creditor, to accept 38% of its claim of \$145,000, in cash, and give a receipt in full, providing the other creditors will accept notes in full for their claims. A few preferred creditors are believed to be not entirely satisfied with this arrangement. An offer has been made for the eltr.

The hay market in Chicago at present seems to be following the action of the grain markets, and the prices in the past week or so have gone down and up again about as rapidly as we have ever seen it. A few days ago there was a flood of hay on our market, and prices tumbled down at a terrific rate. However, it only took a few days before the supply was cleaned up, and now there is almost a hay famine here, with prices ruling very high, and stronger every day.—W. R. Mumford & Co.

Accused by the police of having swindled scores of women in Hyde Park and Woodlawn by representing himself as a Board of Trade operator, Maj. M. Moore was arrested May 22 on a capias issued May 4. Detectives found him on the south side where he had been living under the name of Wilson. Some time ago Moore was indicted on the charge of having obtained \$80 from a south side woman; but when his case was called for hearing, May 4, he failed to appear, hence the writ resulting in his arrest.

Membership in the Board of Trade has been applied for by Forest F. Du Breuil, Robert F. Monroe, Francis G. Porter and Allan F. Cohn. Transfer of membership has been applied for by Henry H. Randolph, Mark Mason, Harry E. Howland, John R. Tomlin, James B. McMahon, Charles E. Thayer, Jed W. Pearson and the estate of Christopher C. Crowell. The directors recently admitted to membership Almer Crane Cox, Jesse H. Ridge, Charles S. Crary, Christopher C. Crowell, Jr., Frank I. Morris, Philip A. Sunderland and William H. Axtater. The directors recently bid \$2,900 for a membership.

The C. B. & Q. has published the following reconsigning rule effective June 15: "Grain, flax and other field seeds ordered 'hold' or stopped for inspection. Free delivery to eltrs., team tracks, or private tracks on the C. B. & Q. R. R. or to connecting lines, if orders for disposition are received within 24 hours from first 7 o'clock a. m. after inspection. If orders for disposition are not received within above time a switching charge of \$2 per car will be made for delivery to connecting lines or to eltrs., team tracks or private tracks on C. B. & Q. R. R." This rule provides free time for reconsigning equal to that allowed for disposition of grain after inspection under Uniform Demurrage Rules.—W. M. Hopkins, mgr. Transp. Dept., Chicago Board of Trade.

At a special meeting of the directors of the Board of Trade, June 6, resolutions were unanimously adopted urging the Chicago Ass'n of Commerce, in which many members of the Board of Trade hold memberships, to endeavor to obtain a conference between representatives of the railways and the various business interests thruout the country to effect a settlement of the matters in dispute, that will be equitable to both shippers and carriers, as "the present unfortunate conflict between transportation companies and shippers regarding the increase in freight rates is fraught with such dire consequences to all business interests of the country. If it is necessary for carriers to have greater revenue for the purpose of increasing their transportation facilities, the Chicago Board of Trade is not opposed to moderate advances in freight rates on such commodities as do not now bear a fair proportion of the total cost of transportation; provided that such advances, if any, will not result in discrimination between communities."

The Peavey Grain Co. gave a banquet to its employees on the evening of June 7 at Merkel's restaurant, 32 participating and enjoying the subsequent entertainment at the Whitney Opera House. The social features were planned by Ass't Sec'y R. H. Livingstone, who is office manager, as well as pres. of the Board of Trade League. Board of Trade clerks receive less attention from their busy employers than in almost any other line of business, with the result that many have no higher ambition than to be a "good fellow." Other firms could follow the example of the Peavey Grain Co. with advantage to their young men.

The directors of the Board of Trade June 7 decided to post for ballot an amendment to the rules eliminating the "indemnities." The late decision by Judge Mack against the legality of such trading is believed to have led the directors to urge withdrawal of the Board's facilities. Trading in "ups and downs" constitutes the sole occupation of a few brokers and they will oppose the amendments. Others state that the privilege trading narrows the market and that its abolition would broaden the speculative fluctuations. The numerous speculators who purchase privileges to protect themselves from loss will buy the indemnities at Milwaukee in the event that they are prohibited at Chicago. A few years ago when puts and calls were under the ban at Chicago it resulted in the transfer of a large trade to Milwaukee. If the outside grain exchanges could be induced to prohibit trade in puts and calls the problem would be solved and the American speculative markets greatly improved in breadth and activity, is the opinion of some of the best men in the trade. The directors of the Board in their proposed amendment of the rules do not legislate against the privilege traders, but by striking out all recognition of their business simply leave them to their own devices.

Payment for grain, hay, mill feed or seeds sold by sample on the floor of the Board of Trade has been governed by section 16 of Rule XXII, which altho providing penalty for delay is vague as to time of payment. In view of the changed conditions since the old rule was adopted the directors prepared an amendment specifying the time when payment shall be made following the unloading and delivery of commodities, and the amendment was carried this week by a vote of 446 to 37. The amendment provides that all bills rendered for grain sold by grade, or by sample, either after arrival or to arrive, unloaded on regular or private tracks, or in private elevators or warehouse, or in any manner as may be agreed upon between buyer and seller, if delivered at the office of the buyer by 2:00 p. m., shall be paid by 2:45 p. m. the same day; except that on Saturday all bills delivered by 11:20 a. m. shall be paid by 11:50 a. m. the same day; provided that the regular team track weight tickets, or official Board of Trade weight tickets, or other disinterested certificates of weight, shall be attached to the invoice, together with a proper receipt for the country B/L and a certificate of inspection. Failure to deliver the freight bill from the originating line shall not be construed as a sufficient reason for refusal of payment for such property. On all property sold as above described, where the weights are not available to the seller, but are in the regular course of business first delivered to the buyer, weight tickets with checks covering payment shall be delivered on the day next succeeding the

rate on which it is unloaded, by 2:45 p. m. on any regular banking day, or by 11:50 a. m. on Saturdays. Board of Trade holidays that are not legal holidays or are not made holidays by the clearing house banks shall not be considered as granting the buyer any time beyond that provided in this rule.

The Chicago Demurrage Buro has issued the following instructions in regard to the basis of demurrage charges on re-inspected grain: "Demurrage tariffs provide that 'on cars containing freight subject to state inspection time will be computed from the first 7 a. m. after inspection by state officials.' It has been decided that the time of inspection of grain is that time at which the character of grade of grain is finally fixed or determined, either at the time of the original inspection or at the time of re-inspection, or as determined by the appeals committee. Any party calling for re-inspection or appealing directly to the appeals committee should do so within 24 hours after the original inspection; or, if an appeal is called for after re-inspection, such appeal should be made within 24 hours after such re-inspection. Effective at once, where inspection is made by state officials as per rule quoted above, the following will govern: 'Free time allowed for disposition of grain after state inspection, whenever exception is taken to the original inspection in the manner and within the time above specified, should run from the time that the inspection that finally fixes the grade of the grain is made.' You will therefore allow 24 hours free time for giving disposition of grain after last inspection by state officials, regardless of whether or not re-inspection results in change of grade."—W. M. Hopkins, mgr. Transp. Dept. Board of Trade.

INDIANA.

Kendallville, Ind.—Campbell & Co. will build two eltrs. this season.

Darlington, Ind.—We are going to install a Constant Manlift.—George M. Malsbary.

Arlington, Ind.—Hutchinson & Son have installed a 5-ton wagon scale at their eltr.

Albany, Ind.—P. Engle has rebuilt the eltr. that burned July 5 last. He owns the mill and eltr.

Mellott, Ind.—McCardle & Page are installing a 50-h.p. steam engine and a Bowsher Feed Mill.

Frankfort, Ind.—The Frank Kelley Grain Co. has increased its capital stock from \$15,000 to \$25,000.

Frankton, Ind.—The Urmston Grain Co. is installing an Avery Automatic Scale.—Walter D. Wilhelm.

Dundee sta., Orestes p. o., Ind.—The Urmston Grain Co. is installing an Avery Automatic Scale.—W. D. W.

Plummer, Ind.—George Topping & Co. are installing a 15-h.p. rebuilt gasoline engine furnished by A. H. McDonald.

Gwynneville, Ind.—The Mull Grain Co. will install a new gasoline engine of larger capacity and some new eltr. machinery.

Shipshewana, Ind.—We are considering installing a chop grinder and a corn sheller.—Brakeman & Gilmore, successors to D. A. Platz.

Plymouth, Ind.—F. P. McFadden, who recently sold his eltr. to Ball & Bankert, will retire from the grain business for the present.—M. J. M.

Angola, Ind.—Frank Gilmore has entered into partnership for the purchase of grain, hay, seeds and feeds at Shipshewana, a good location. His family will remain here for the present.

Colfax, Ind.—Groves & Dunn are remodeling the eltr. they recently purchased from E. Ward Moore, putting on new cribs and replacing the old machinery.—W. R. Beck, Bowers, Ind.

Brownsburg, Ind.—The Lingeman, Adams Co. contemplates remodeling and increasing the capacity of its eltr. soon. Improvements will include a new dump and the installation of a cleaner and an automatic grain scale.

Deedsville, Ind.—The Macy Mlg. Co. has bot the eltr. of J. M. Couchner & Co. and has retained Leander Leedy as mgr. It is making extensive improvements, and will build a 6,000-bu. eltr. to be equipped with up-to-date machinery.—F.

Whiteland, Ind.—I am not making any improvements in the plant I purchased from the Whiteland Grain & Coal Co., and will only make small repairs until after the wheat crop is handled, then I will build a crib and put in a dump and a stand of ear-corn eltrs.—Jno. C. Young.

Auburn, Ind.—A. L. Wimer, junior member of the firm of Wimer, Brown & Co., has sold his interest in the eltr. here and will locate in the West for the benefit of his wife's health. John Wimer and Herman L. Brown will continue the business here under the same firm name.—H. L. B.

New Waverly, Ind.—Ira M. Phillips of the firm of Phillips & Bechdol at Walton, who recently sold to L. McFadden, has also sold the eltr. he established a few months ago at this station, to A. Haun, with immediate possession. Mr. Phillips has retired to his farm, to which he will devote the most of his time.

Walton, Ind.—Discontinue my advertisement in Elevators Wanted column, as I have bot the eltr. here of Phillips & Bechdol thru advertisement in Grain Dealers Journal, and took possession June 1; also succeeded them in business. The eltr. is known locally as the Bishop Eltr., because formerly owned by G. W. Bishop.—L. McFadden, Arcola, Ind.

Pittsboro, Ind.—A. Fowler has handled more than 50,000 bus. of corn from last year's crop and is preparing to take care of a greater amount this year. He left, June 4, for a week's fishing trip near Roachdale, where he was one of a party of five men from this place and Jamestown, who have made the trip annually for the last 20 years. R. Walters had charge of the eltr. during Mr. Fowler's absence.

Anderson, Ind.—To prevent the rebuilding of the frame warehouse of the Union Grain & Coal Co. within 50 ft. of St. Mary's Catholic church, Herman J. Aldering, bishop of the Ft. Wayne diocese which holds the title to the church property, applied for a permanent injunction. A temporary restraining order was served on B. O. Barnes, mgr. of the U. Grain & Coal Co. and work on the building was stopped a couple of weeks until the case was decided in the superior court, May 31, for the defendant. The court held that since the fire occurred Apr. 20 and the city fire-limit ordinance had not been amended to include the defendant's property until May 2 and did not become effective until May 16, when construction work was well under way, the ordinance could not prevent the company rebuilding.

Lizton, Ind.—Wall Bros., who succeeded Bronaugh & Lane, are increasing the capacity of their eltr. by the construction of an additional 3,000-bu. bin.

Vincennes, Ind.—Our firm's name is Brooks & Brown. Our new eltr. will be ready for grain July 1. We have a capacity of 900 bus. per hour.—L. Brooks.

Deerfield, Ind.—The eltr. of John A. Veith, that burned May 8, was located at this station and not at Randolph, as reported in the last number of the Journal.

Sweetsers, Ind.—The Sweetsers Grain Co. incorporated to operate eltrs. and deal in grain; capital stock, \$30,000; directors, G. C. Baum, A. Burge and O. M. Thomas.

Walton, Ind.—J. M. Bechdol, of the firm of Phillips & Bechdol, whose eltr. here was recently sold to L. McFadden for \$10,000, will continue in the live stock business.

INDIANAPOLIS LETTER.

The Indiana Eltr. is being overhauled and a Western Corn Sheller has been installed.—Jordan & Montgomery.

We have had the best five months' business at Eltr. "A" we ever had and I have been with the company 33 years.—G. S. Warren, sec'y Indianapolis Eltr. Co.

Oscar V. Rouse, who is in the grain and feed business, has bot for \$20,000 the site now occupied by the mill of Frederick Prange, on which to build a grain eltr.

The office of Finley Barrell & Co. opened in this city Apr. 11 is in charge of C. B. Knapp, who is also mgr. for the company's office in La Fayette, opened about the same time.

The Hoosier Grain Co., incorporated Mar. 15 to do a track buying and grain commission business, absorbed the business of J. M. Brafford & Son, both of whom are in the present company, and my own. I was in the eltr. business at Falmouth, Ind.—Cary Jackson, pres.

At the annual convention of the Indiana Millers Ass'n in this city, May 24-25, the following officers were elected: George H. Lewis of the Lawrenceburg Roller Mills Co., pres.; W. L. Sparks of the Sparks Mlg. Co., Terre Haute, vice pres.; T. S. Blish of the Blish Mlg. Co., Seymour, treas.

The Alder Grain Co. that has offices in Buffalo and La Fayette has bot out the firm of Cooper & Oddy, and has moved into their offices in the Board of Trade bldg., taking over their business June 1. I have been managing the Indianapolis office since November, and remain in charge.—F. G. Heinmiller.

With the closing of May the old firm of Cooper & Oddy discontinued business with a clean record and the best wishes of a host of friends and patrons. W. H. Cooper, who started in the grain business in Indianapolis in 1859, when all grain was received from wagons, tendered a dinner to his business associates prior to his starting to Pittsburg for an extended visit, after which he will go to California for a prolonged rest. Tom Oddy will go to Europe for a pleasure jaunt.

The following have been nominated on the regular ticket for Board of Trade election June 13: Aquilla Q. Jones for pres.; Edgar H. Evans, vice pres.; Tom Oddy, treas.; board of governors, Albert Sahn, W. L. O'Connor, Adolph J. Meyer, Edward Hawkins, Thomas B. Laycock, L. L. Fellows, Ford Woods, Geo. H. Evans, Sam B. Sweet, A. M. Glassbren-

ner, John M. Shau, Warren H. Simmons and Joseph C. Gardner. After the election the new board of governors and the officers will select the sec'y.

IOWA.

Coin, Ia.—The Coin Eltr. Co. has succeeded Ragon & Boon.

Allison, Ia.—O. M. Wood has been employed as mgr. for the Farmers Eltr. Co.

Plover, Ia.—The Farmers Grain & Coal Co. will install a new engine.—W. E. Chinn.

Winthrop, Ia.—John Ready has let the contract for his new eltr. to Chas. E. Newell.

Cornelia, Ia.—The Axen Eltr. and lumber yard burned recently; loss, \$11,000, total on eltr.

Vinton, Ia.—George Bickel has succeeded R. Sheppard, resigned, as mgr. for the Bickel Grain Co.

Defiance, Ia.—We have taken over the business at this point of the Chas. Dozler Grain Co.—Defiance Grain Co.

Pilot Mound, Ia.—Floyd Linn has been employed as mgr. for the Farmers Eltr. Co. to succeed William Forney.

Davenport, Ia.—The Davenport Grain Drying Co. incorporated; capital, \$25,000. John P. Grupe is pres.; R. Bojens, sec'y-treas.

Red Oak, Ia.—George A. Stibbens, who is to be postmaster, has sold his eltr. to Turner Bros., who own eltrs. in Iowa.

Red Oak, Ia.—Having bot out G. A. Stibbens, we will at once move our headquarters to this place.—Turner Bros., Cumberland, Ia.

Winfield, Ia.—The Farmers Eltr. Co. has taken down its house and construction has been started on its new eltr. by Chas. E. Newell.

Tuckers sta., Altoona p. o., Ia.—The new eltr. has been completed at this station for Barrett Bros. of Mitchellville by Chas. E. Newell.

Thornton, Ia.—The Farmers Eltr. Co. came near losing its house recently by a fire discovered in time to be extinguished by the fire company.

Galva, Ia.—R. L. Schroeder, formerly agt. for the Tiedeman Eltr. Co., who bot grain here several years, has moved his family to Seattle.

Geneva, Ia.—The Geneva Eltr. Co. successor to Warnecke Bros., has been incorporated by P. J. Ammann, Thomas Pearce, G. H. Aldinger and others.

Mitchellville, Ia.—Barrett Bros. have let the contract to Chas. E. Newell for the erection of a grain eltr. at Bailey's Crossing (not a p. o.), a station on the Interurban.

Struble, Ia.—The Farmers Eltr. Co. of Craig, the new town six miles west of this station, has let the contract for a 25,000-bu. eltr. P. Croon is pres. and A. P. Noble sec'y.

Nobleton sta., Prairie City p. o., Ia.—Barrett Bros. of Mitchellville, Ia., have let the contract for the erection of an eltr. at this station on the C. R. I. & P. to Chas. E. Newell.

Jordan, Ia.—A fire that destroyed the business district of this town, May 26, burned the eltr., corn cribs, lumber yard and store containing the post office, all belonging to J. W. Weikel, the postmaster. Loss, \$20,000; insurance, \$13,525. The fire is supposed to have been started by sparks from a passing engine.

Slater, Ia.—Neilson, Dueland & Vorland have bot the two eltrs. here formerly owned by Ole Nelson. They will convert one into a feed mill and use the other for a grain eltr.

Whittemore, Ia.—We have sold our business here to the Farmers Eltr. Co., of which T. Carmody is sec'y, to take possession about June 10.—W. Lancaster, mgr. Scott Logan Mlg. Co.

Fernald, Ia.—The Western Eltr. Co. will either rebuild its eltr. that burned here Apr. 29, within the next 60 days or will discontinue this business.—Guy D. French, agt. Diamond Grain Co.

Coon Rapids, Ia.—The recently incorporated Farmers Eltr. Co. of Coon Rapids has bot the eltr. of the Doud Mlg. Co. for \$6,000. E. J. Loyd is pres.; D. McLaughlin, vice pres.; capital stock, \$25,000.

Des Moines, Ia.—Geo. A. Wells, sec'y of the Western Grain Dealers Ass'n, has filed complaint with the Iowa Railroad Commission against the proposed increases in grain rates by the railroads running to Chicago.

Manson, Ia.—Since A. Hakes bot the eltr. of E. A. Brown, which he managed more than a year, this town has no line eltr. The only other eltr. here is that of the Farmers Eltr. Co. Mr. Hakes managed that of the Western Eltr. Co. for several years until it burned in April, 1909.

Ida Grove, Ia.—C. C. Crawford has bot the eltr. J. C. Casebeer purchased a few weeks ago from the Sioux Grain Co. He will dismantle one of his eltrs. and remodel the other, greatly increasing its capacity, and will install new machinery thruout. Mr. Crawford has been in the grain business here five years.

Des Moines, Ia.—Abraham R. Daughenbaugh, a pioneer grain man of Iowa, died at his home in this city, May 29, of pernicious anemia; survived by his wife, a son, A. F. Daughenbaugh, of Gowrie, Ia., and three married daughters. Mr. Daughenbaugh came to Iowa in 1868, settled in Dayton and established grain eltrs. thruout Webster County. He moved to this city in 1887, and held interests in banks in Ft. Dodge and Gowrie. His estate is valued at \$2,000,000.

Ames, Ia.—Prof. P. G. Holden, the corn expert at the head of the department of agronomy of the Iowa State College at this place, predicts enormous loss to the corn crop of the state. "There is no telling," he said recently, "just what it will be on Iowa's 9,000,000 acres of corn land. This loss will be principally due to poor seed, altho there are reports of some damage by the corn maggot. It is chiefly due to the farmers failing to use proper precautions in gathering their seed corn last fall, and their failure to test their seed thoroly this spring. Some tested one ear, and went by that. Some said, 'it grew all right last year, it will do the same this year.' The result was that a very large percentage of the corn planted did not grow, and replanting has been the rule." He said that much of the seed corn purchased from dealers was bad, and some of it obtained from the northwestern states was especially bad. He cited the example of the Albion-Liscomb farmers' club and said that one of the practical results of the study of its members was that the stands of corn on the members' farms were much above the average for the state. These farmers exercised care in selecting their seed corn and were careful to test it thoroly.

Des Moines, Ia.—The annual business meeting of the Western Grain Dealers Ass'n will be held at Des Moines, Wednesday, July 13. We have not yet prepared the programme in detail, but it will be purely a business meeting for the consideration of such questions as are pertinent at this time. Undoubtedly the question of delay in transit and the general railroad service during the past winter will be about the most important matter to be considered, as our members have suffered heavy losses on that account.—Geo. A. Wells, Sec'y Western Grain Dealers Ass'n.

KANSAS.

Houston, Kan.—Farmers are building an eltr.

Rozel, Kan.—Farmers have organized here and will build an eltr.

Macksville, Kan.—W. T. Schute & Co. are building 25,000-bu. eltr.

Enterprise, Kan.—The Hoffman Eltr. Co. has installed a new scale.

Blakeman, Kan.—The Gooch Mlg. Co. has bot the eltr. here of C. M. Linn.

Lyndon, Kan.—The Lyndon Grain Co. has its eltr. completed ready for business.

Gerlane, Kan.—The Kingman Mlg. Co. has leased the eltr. owned by M. J. Lane.

Walnut, Kan.—Romp & Son have installed a 25-h.p. Witte Engine in their eltr.

Radium, Kan.—The Farmers Grain & Supply Co. will install a Hall Boot in its eltr.

Talmo, Kan.—The Concordia Roller Mills have bot the eltr. of the Midland Eltr. Co.

Great Bend, Kan.—The 40,000-bu. eltr. is about completed for the Rock Mill & Eltr. Co.

Ford, Kan.—Pinney & Son have purchased the eltr. formerly owned by Mr. Van Horn.

Grainfield, Kan.—F. D. Sperry is remodeling his eltr. here. P. H. Pelkey Const. Co. has the contract.

Boyd, Kan.—The Ochs Grain Co. is installing Omaha Buckets and a Hall Signaling Grain Distributor.

Hudson, Kan.—The Hudson Grain & Supply Co. is installing a new cleaner, sheller and scales in its eltr.

Savonburg, Kan.—W. H. Roberts has purchased a 25-h.p. engine from the Witte Iron Works for his new eltr.

Macksville, Kan.—Ralph Northup is having a 1,000-bu. National Automatic Scale installed in his new eltr.

Corwin, Kan.—T. W. Bay has purchased and will operate the eltr. formerly owned by Kelly Bros. Grain Co.

Offerle, Kan.—The Offerle Grain Co. will erect a 20,000-bu. eltr. and has let contract to P. H. Pelkey Const. Co.

Hollis, Kan.—The Concordia Roller Mills of Concordia, Kan., have bot the eltr. at this point of the Midland Eltr. Co.

Burdett, Kan.—The Burdett Grain & Supply Co. has just completed its eltr. P. H. Pelkey Const. Co. had the contract.

Lewis, Kan.—J. W. Wolfe has placed an order with P. H. Pelkey Const. Co. to install a Richardson Automatic Scale.

Coats, Kan.—I. N. Shriver is having a 1,000-bu. National Automatic Scale installed in his new iron-clad eltr., studded construction. This is the fourth machine that Nat. Auto. Scale Co. has placed in Pratt Co. in less than a month.

Lillis, Kan.—Barrett & Walker are having a 10,000-bu. eltr. erected at this station by M. J. Travis.—R. B. Shea, Blaine, Kan.

Hiattville, Kan.—The Williams Hay & Grain Co. installed a Bowsher Feed Mill in its eltr. The P. H. Pelkey Const. Co. had the contract.

Clafin, Kan.—The Lindsborg M. & Eltr. Co. of Lindsborg, Kan., is remodeling its eltr. here. The P. H. Pelkey Const. Co. has the contract.

Ashland, Kan.—Wallingford Bros. are having the P. H. Pelkey Const. Co. remodel their eltr. and install a Richardson Automatic Scale.

Kansas City, Kan.—G. A. Jones of Everett, Kan., has let the contract to P. H. Pelkey Const. Co. for a 40,000-bu. modern frame eltr.

Waldron, Kan.—Richard Sethman has purchased the eltr. formerly owned by Kelly Bros. Grain Co. and has retained D. H. Knapp as mgr.

Meade, Kan.—H. H. Butler, who has been in the retail grain and feed business here for many years, is building a 25,000-bu. studded eltr.

Ellinwood, Kan.—The Ellinwood Grain & Supply Co. has let a contract to P. H. Pelkey Const. Co. to install a manlift and a Weller Car Puller.

Hutchinson, Kan.—The Millers Grain Co. will install new automatic scales in its eltrs. at Langdon, Haviland and Wilmore.—D. S. Warwick, mgr.

Hutchinson, Kan.—Members of the Board of Trade are considering organizing a clearing house and establishing a "call" market before harvest.

Shook, Kan.—W. M. Barber is building a 15,000-bu. eltr., replacing the one blown down by a cyclone recently. P. H. Pelkey Const. Co. has the contract.

Wilson, Kan.—Weber & Co. have succeeded Weber & Peirano, and now have charge of all the houses of the old company, which has been dissolved.

Redwing, Kan.—The Clafin Mill & Eltr. Co. of Clafin, Kan., has let the contract to the P. H. Pelkey Const. Co. for the erection of an eltr. at this station.

Englewood, Kan.—The Protection Grain Co. has bot the eltr. of the Alva Mill & Eltr. Co. S. T. Roach of this place is a stockholder in the new company.

Otis, Kan.—Otis Lumber Co. has awarded the contract for a 20,000-bu. cribbed eltr. to P. H. Pelkey Const. Co. and will install a complete "Hall Special" eltr. leg.

Ashland, Kan.—The recently incorporated Protection Grain Co. has bot the eltr. here of the Alva Mill & Eltr. Co. R. H. Wilson of this place is one of the stockholders.

Albert, Kan.—The Walnut Creek Mill & Eltr. Co. has let the contract for the erection of a 20,000-bu. eltr. to the P. H. Pelkey Const. Co. It will install a "Hall Special" eltr. leg.

Dorrance, Kan.—The Farmers Eltr. Co. has filed suit at Topeka against the Union Pacific R. R. Co., asking \$27.50 damages. It alleges that a car load of wheat turned over to the R. R. Co. at this station for shipment to Kansas City was held at that city several days, whereby the plaintiff lost the amount asked thru shrinkage.

La Crosse, Kan.—The La Crosse Lbr. & Grain Co. is improving its plant and has installed another 15-h.p. Witte Gasoline Engine.

Cedar Vale, Kan.—We have bot the Cedar Vale Alfalfa Mill and will install a 75-h.p. fuel-oil engine and other machinery to operate a first-class alfalfa mill.—The L. C. Adam Merc. Co.

Kiowa, Kan.—The Southwestern Eltr. & Merc. Co. is preparing to build an eltr. at Stubbs, the new station west of this, to be operated in connection with its eltr. at Hardtner, where it has headquarters.

Protection, Kan.—The Protection Grain Co., recently incorporated with a capital stock of \$30,000, has bot the eltr. here of the Alva Mill & Eltr. Co. T. J. Coffman of Alva, Okla., G. S. Thomas and E. H. Myers of Protection are three of the five stockholders.

Arnold, Kan.—The Farmers Eltr. Co. will equip its eltr. with new machinery, including Richardson Automatic Scale, Weller transmission machinery, King Car Loader, Hall Boots, 20-h.p. engine, Scales and Eureka Cleaner. P. H. Pelkey Const. Co. is installing it.

Chetopa, Kan.—C. N. Bunds has bot two suits against the M. K. & T. R. R. Co., one to recover \$41 charged as demurrage on a car of corn he shipped Oct. 9, 1909, from this station to the Venus Grain Co. at Ft. Worth, Tex. Thru an error made by the company's agent here the car was billed to Muskogee, where it was held until Oct. 28 and then shipped on to its proper destination but not delivered to the Venus Grain Co. until Dec. 23, 1909. In the other case Mr. Bunds shipped a car of corn to Galveston and alleges that when it reached its destination it was 5,528 lbs. short, leakage caused by a defective car. He values the corn at \$52.35 and sues to recover that amount.

Hutchinson, Kan.—The Hutchinson Board of Trade was organized May 24 at a meeting attended by about fifty, representing practically every firm handling grain and grain products in Hutchinson. The membership fee was set at \$200 and 50 memberships were issued. The following have taken out memberships: Rock Mlg. & Eltr. Co., O'Neill-Kaufman & Pettit Grain Co., Millers Grain Co., C. A. Tabb Grain Co., Liberal Eltr. Co., Ferguson-Shircliff Grain Co., Kemper Grain Co., Kansas Grain Co., Larabee Mlg. Co., Hutchinson Mlg. Co., Wm. Kelly Mlg. Co., The Monarch Mlg. Co. The officers and directors are T. J. Templar, pres.; Wm. Kelly, vice-pres.; F. Larabee, Frank Hipple, Geo. Gano, D. S. Warwick, L. H. Pettit, Judd Burns and E. E. Shircliff. The sec'y and treas. are appointive officers and will be selected by Pres. Templar and the committees will report at his call.

WICHITA LETTER.

The Wichita Brokerage Co. has suspended business and C. B. Gaunt will retire from the grain business.

F. C. Dymock of A. R. Clark Grain Co. has sold his membership in the Wichita Board of Trade to R. W. Amerine.

C. E. R. Winthrop has severed his connections with the Western Grain Co. He has not decided what he will do.

The Red Star Mill & Eltr. Co. has been granted a permit to build a 2-story structure 40x100 ft. and a one-story building 40x125 ft., to cost \$10,000. It is erecting a new office and extending the warehouse, that now gives it 600 ft. of building. It may also remodel its mill and double the capacity.

The Arkansas Valley Grain Co. has suspended business.

Mr. Jim Craig of the Independent Grain & Com. Co. was out fishing on the Rattlesnake, northwest of Iuka, and caught 82 suckers in three hours. He did not state what kind of bait he used.

Geo. S. Barnes, Jr., has opened offices in Board of Trade bldg., and will engage in a general receiving and shipping business. In 1889 Mr. Barnes started in the grain business in Minneapolis under the firm name of Barnes & Adams and several years later, owing to disagreement in regard to the division of profits, dissolved partnership with Mr. Adams and went into partnership with W. G. Nicholls of Minneapolis under the firm name of Barnes & Nicholls. They also opened a branch office at Duluth. In 1896 Mr. Barnes moved to Duluth and took over the entire business under the name of G. S. Barnes & Co., maintaining offices at Minneapolis and Duluth and in 1906 went back to Duluth and continued business there until a few months ago, when he came to Wichita. He was director of the Minneapolis Clearing House Ass'n when it was organized and director of the Duluth Board of Trade up to the time he left there. Mr. Barnes has been prominent in grain circles for a number of years and is an experienced grain merchant, and has letters showing him to have the implicit confidence of some of the strongest firms in the Northwest. His success is assured and he is very enthusiastic in regard to the future of the Wichita market as one of the leading grain markets of the Southwest.

H. J. Nichols, who was in charge of the Wichita Board of Trade Clearing House Ass'n, and who is short \$11,000 in his accounts, left town Saturday evening, May 28, stating that he was going to visit his father, who was sick in Hillsboro, Kan., and would not return until Tuesday morning. Monday being a holiday, the dealers never suspected anything until one of the directors thought he would look over the books and see whether everything was all right, when he discovered a shortage of Mr. Nichols' accounts. A meeting of the stockholders was called immediately and books checked. When the approximate amount of shortage was obtained a sufficient sum was subscribed by the dealers to cover the shortage, so that on Tuesday morning the Clearing House Ass'n was again in good financial condition and doing business in the usual way as if nothing had happened. Nichols was bonded for \$20,000 by the Massachusetts Surety Co. of Boston, Mass., who will be called upon to make good the losses. It is supposed Mr. Nichols was speculating with the money in his hands and the market went against him. He came to Wichita from Cheney, Kan., where he was sec'y of the Cheney Mlg. Co., and engaged in the grain and flour business under the name of the National Grain & Flour Co., which he sold to Geo. S. Barnes, Jr., to accept the position as mgr. of Clearing House Ass'n. They have not yet discovered his whereabouts. W. T. Macauley has filled his place temporarily as mgr. of the Clearing House Ass'n.

KENTUCKY.

Danville, Ky.—John Davis of this city and Banks Hudson of Lancaster have bot the hemp and grain interests of George Cogar, one of the largest dealers in the state. His ill health forced him to retire from business. The new firm will lease his warehouses here and will continue the business on the same scale.

LOUISIANA.

Baton Rouge, La.—E. E. Israel, representing northern capital, has obtained a site for the erection of a large eltr. to handle grain going into ocean steamers. The passage by congress of the bill creating Baton Rouge a port of entry has stimulated the enterprise that has been under consideration for some months.

New Orleans, La.—No wheat was shipped from this port during May of this or last year, but 51,428 bus. of corn went out in May, an increase of 34,285 bus. over the amount exported during May of last year. Shipments of wheat since Sept. 1, 1909, aggregated 1,156,395 bus.; corn, 5,091,317 bus., a decrease of 1,348,687 bus. wheat and an increase of 978,705 bus. corn exported during the corresponding period of the previous season.—W. L. Richeson, chief grain inspector New Orleans Board of Trade.

MARYLAND.

Baltimore, Md.—Things are very quiet; export corn is out of line.—Wm. Rogers, sec'y-treas. Thos. Johnston Co.

Baltimore, Md.—Samuel G. Crocker, engaged in the grain, hay and feed trade, has been elected to membership in the Chamber of Commerce, vice Wm. R. Hammond, deceased.—James B. Hessong, sec'y.

Baltimore, Md.—The transportation committee of the Chamber of Commerce has taken up with the railroads and the eltr. companies operating here the question of rebilling privileges, claiming that both merchants and roads will be greatly benefited by such an arrangement.

Whitehall, Md.—Thomas C. Hunter purchased the property of the Whitehall Grain Milling & Supply Co. a few weeks ago, but the validity of the sale was attacked by Mrs. Grace S. R. Slade, widow of John V. Slade, who owned two shares of stock. The proceeding she instituted to set the sale aside has been settled and Mr. Hunter now has a title to the property.

Baltimore, Md.—Receipts of grain and hay at this port during May included 926,642 bus. wheat, 256,633 bus. corn, 205,377 of oats, 2,549 of rye, no barley and 4,543 tons of hay compared with 102,859 bus. wheat, 178,050 of corn, 237,733 bus. oats, 10,488 of rye, 1,241 bus. barley and 4,408 tons of hay received in May, 1909. Shipments during May included 882,879 bus. wheat, 248,245 of corn, 140 of oats and 1,602 tons of hay against no wheat, 64,704 bus. corn, 90 bus. of oats and 1,296 tons of hay exported in May, 1909.—James B. Hessong, sec'y Baltimore Chamber of Commerce.

Baltimore, Md.—Oscar J. Rappel, Samuel Raymond, Robert Hall, Wm. Fox and Emra M. Brownlee, five of the 11 men indicted in Washington, May 23, as bucket shop operators, were arrested in this city in the afternoon of the same day. Rappel, Raymond and Hall, who are included in the indictment found in Washington some weeks ago against 29 alleged bucket shop operators, and who then gave \$2,500 bail each, were required to give \$500 additional bail to answer the new charge. Fox and Brownlee, who were not named in the former indictment, were held in \$2,500 bail each. Two others named in this last indictment but not in the former, Samuel W. Adler and C. A. Tillis, were arrested in New York. It is alleged that those indicted were connected with the Standard Stock & Grain Dealers Co. that operated in the District of Columbia, with headquarters in Jersey City.

MICHIGAN.

Henderson, Mich.—A new eltr. is under construction for George Detwiler.

Merrill, Mich.—The Saginaw Mlg. Co. will improve the eltr. it recently purchased here from Peter L. Perkins.

Marlette, Mich.—H. W. Wilson has bot the eltr. of the Richmond Eltr. Co. that succeeded the Matthew Mlg. & Eltr. Co.

Owosso, Mich.—The Standard Pure Food Co. is installing a Triumph Feed Mill, 18 in., furnished by the C. O. Bartlett & Snow Co.

Detroit, Mich.—The death of Francis X. Stark of the grain firm of Stark & Neckel will deprive a jury of much testimony in the case against Christian Hartman accused of embezzling \$273 from the firm.

Allegan, Mich.—E. F. Sherman will build a 12,000-bu. grain and bean eltr. of cribbed construction, covered with galvanized iron siding. Equipment will include a cleaner and a 15-h.p. electric motor.

Detroit, Mich.—On the ground that the deal was gambling, Judge Murfin dismissed the suit Jean Dennis brot against Carson, Craig & Co. for \$5,000 damages she claimed for selling 20,000 bus. of wheat without her authorization.

Detroit, Mich.—We have the cleanest market for corn anywhere; we are the most aggressive in handling off-grade and, as a result, we haven't one bushel of winter shelled corn in the market this minute.—Arthur S. Dumont, Dumont, Roberts & Co.

Detroit, Mich.—A number of eltr. owners in Michigan have protested to the state railroad commission against the advance demanded by the roads in rental for land on which eltrs. stand. The roads were glad to have the eltrs. built and previously charged a nominal rental of only \$1 per year for the use of the eltr. sites. Grain men consider the increased charge unfair.

MINNESOTA.

Morton, Minn.—Farmers are endeavoring to organize an eltr. company.

Elmore, Minn.—Farmers are considering establishing a co-operative eltr.

Walnut Grove, Minn.—Farmers of this vicinity have formed a new eltr. company.

Alden, Minn.—The eltr. of the Cargill Eltr. Co. has been closed at this station.

Worthington, Minn.—A farmers' eltr. company has been organized here with a capital of \$20,000.

Duluth, Minn.—C. K. Templeton has come here from Chicago to be cash grain buyer for the Itasca Eltr. Co.

Le Sueur, Minn.—We are installing a motor to operate our eltr. instead of a gasoline engine.—Wierwill Bros.

Hector, Minn.—Our eltr. at this point has been sold to A. B. Anderson.—R. C. Bagley, sec'y Geo. C. Bagley Eltr. Co.

Beltrami, Minn.—The St. Anthony & Dak. Eltr. Co. is taking down its house here and will rebuild it in Geneseo, N. D.

Nerstrand, Minn.—Charles C. Roe is making extensive improvements in the eltr. he recently purchased from E. E. Bulen.

St. Paul, Minn.—The damages awarded by a jury have been upheld in the case of Peter Peterson, an administrator, against the Merchants Eltr. Co., based on fatal injuries received by an employe who came in contact with unguarded and uncovered machinery.

Raymond, Minn.—J. B. Beach, Aug. Falk, A. Bolt and four others constitute the directorate of the newly organized Raymond Farmers Eltr. Co.

Winona, Minn.—The G. H. Krumdick Co. incorporated to deal in grains and seeds; capital, \$25,000; G. H. Krumdick, pres.; E. F. Krumdick, vice pres.; A. W. Hodges, sec'y-treas.

Morris, Minn.—The eltr. of the Acme Grain Co., known as the Douglas Eltr., of which H. E. Brown was mgr., burned early in the morning of June 2. Loss on eltr., \$5,000; on grain, \$2,000.

Duluth, Minn.—Louis Peterson and John C. Tresise have been admitted to membership in the Board of Trade; Wardwell Ames and G. F. Ewes have withdrawn from membership.—Chas. F. Macdonald, sec'y.

New Prague, Minn.—The New Prague Flour Mill Co., that formerly had storage eltr. capacity here for 500,000 bus. of wheat, has an addition under construction to increase its storage to 1,000,000 bus.

Hazel Run, Minn.—The eltr. of the Great Western Eltr. Co. burned recently during a high wind in the evening; fire supposed to have started from sparks from a freight engine. A. M. Nelson of Clarkfield was buyer.

New Ulm, Minn.—The completion of its 10 fireproof storage tanks of 50,000 bus. capacity each will increase the storage capacity of the Eagle Roller Mill Co. at this point to 1,000,000 bus. It now operates 52 country eltrs.

Albert Lea, Minn.—The eltrs. belonging to the estate of W. W. Cargill are being closed down, and sold in some places, and it is understood that the local eltr. will soon be taken over by A. C. Sorenson, agt. here for the Cargill Eltr. Co., to which firm all the eltrs. of the late W. W. Cargill were turned over.

Odessa, Minn.—The Farmers Eltr. Co. will build an eltr. and is inviting plans with estimated cost for a 25,000-bu. house fully equipped with the exception of the cleaner, figuring on a 6-h.p. gasoline engine. It asks that communications be sent to the pres., Frank Oestrich, Bellingham, Minn., and will advertise for bids after it has decided on plans.

Duluth, Minn.—Receipts of grain during the month of May included 960,774 bus. of wheat, 90,460 of corn, 594,021 of oats, 17,874 bus. rye, 704,326 of barley and 148,195 bus. flaxseed, a total of 2,515,650 bus. compared with 379,809 bus. wheat, no corn, 212,262 bus. oats, 347 of rye, 197,339 of barley and 57,443 bus. flaxseed, a total of 847,200 bus. of grain in May of 1909. Shipments included 3,003,940 bus. wheat, no corn, 1,752,748 bus. oats, 21,000 bus. of rye, 634,624 bus. of barley and 165,936 bus. flaxseed, a total of 5,578,248 bus. of grain shipped in May of this year, compared with 5,593,756 bus. wheat, 254,972 of corn, 1,177,436 of oats, 17,305 bus. of rye, 690,709 bus. barley and 539,912 bus. flaxseed, a total of 8,274,090 bus. shipped during May, 1909. Thus the shipments of wheat alone in May of last year exceeded the total grain shipments during May, 1910.—Chas. F. Macdonald, sec'y Duluth Board of Trade.

MINNEAPOLIS LETTER.

We have not yet decided when to hold our annual meeting.—W. L. Beaton, sec'y Tri-State Grain Dealers Ass'n.

The case of Sherman R. Norris, head of the Minnesota Indemnity Co., charged with grand larceny in the second degree while operating that business, has been continued indefinitely.

L. W. Gifford of this city has been appointed trustee for the bankrupt Dakota Cereal Co. that operated a mixing eltr. at Kasota, Minn.

John R. Marfield, pres. Marfield, Tease & Co., was badly shaken up in an automobile accident on Decoration Day, and suffered painful tho not serious injuries that kept him at home a few days.

H. R. Lyon, pres. of the Lyon Eltr. Co., was fined \$5,000 June 3, on the charge of smuggling two pearl necklaces, a brooch and a gold watch, which he failed to declare on his arrival in New York from Europe, May 28.

J. F. Low, many years a grain inspector here, died in Seattle, Wash., to which city he moved eight years ago. He was born in Boston in 1832 and came west when he was 21 years old, settling in St. Paul. He is survived by his sons, Frank A. of Minneapolis, Charles H. of St. Paul and a daughter in Seattle.

For the second time Charles J. Dewey was arrested, May 26, on the charge of assaulting George E. Sanborn, an officer of the grain commission firm of J. K. Elliott & Co., in the company's offices Apr. 27. Dewey, a bookkeeper, resented Mr. Sanborn's charge of an erroneous entry, and in a fight not only stabbed Mr. Sanborn but Mr. Elliott, who was trying to separate them. He was arrested, tried in police court for assault and battery, conducted his own case and was found not guilty by a jury; but on May 25 the grand jury indicted him for assault in the first degree.

MISSOURI.

St. Joseph, Mo.—The St. Joseph Alfalfa Feed & Milling Co. will be incorporated here.

Warrensburg, Mo.—The new eltr. of Jesse P. Culp will be equipped with a 25-h. p. Witte Gasoline Engine.

Purdy, Mo.—W. J. Lough bot the eltr. of the R. C. Stone Mfg. Co., which has been closed since 1908, and will overhaul and get it in condition for storage of the new crop.

Clarence, Mo.—Callison & Shale have sold to L. Robbins, of Des Moines, Iowa, their eltr. and flour mill, together with 1,018 acres of land in Pettis county, Mo. The price was \$50,000, and the transfer will take effect Sept. 1.

KANSAS CITY LETTER.

The Santa Fe eltr., a 400,000-bu. cribbed house located at Argentine, Kansas, will be moved about 1,000 ft. from its present location to make room for switch tracks.

Chas. P. Cummings, who has been handling the cash wheat for the Cochrane Grain Co., is now with the Goffe & Carkener Co., serving in the same capacity.

At the end of May 200,000 bus. of corn was sold for "the account" of Texas dealers, who had repudiated their contracts for deferred shipment. Dealers here will bring suit to recover their loss.

The Board of Trade has consulted the directors of the St. Louis Merchants Exchange with a view to taking an appeal from the decision of the court upholding the tax of 25c on each sale for future delivery.

In May the following were elected members of the Board of Trade: C. E. Ryle, elected on the transfer of the membership standing in the name of Jno. C. Lovrein; F. L. Ferguson in the place of Chas. E. Waldron.—E. D. Bigelow, sec'y Board of Trade.

H. H. Savage, who has been traveling out of this market for seven years for different grain receiving houses and for the last four years with the Cochrane Grain Co., is now representing the Miliken-Helm Commission Co.

Nicholas F. Noland, assistant to manager Paul Uhlman, of the Terminal Eltrs., will have the membership formerly held by A. Richard Frank upon the Kansas City Board of Trade. Mr. Frank is now with the Rosenbaum interests in Chicago.

Jno. R. Tomlin has transferred his open trades to Lonsdale Grain Co., and will engage in fruit farming in the Rogue River Valley, Southern Oregon. He will go west soon as he can close up his business. Altho he has a large crop of prunes on his farm this year, he will devote his time to the cultivation of apples and pears for his many friends in the trade.

Kansas City grain receipts during May were: Wheat, 1,073,600 bus.; corn, 1,164,950 bus.; oats, 367,500 bus.; rye, 2,200 bu.; barley, 4,400 bus.; compared with receipts during May, 1909: Wheat, 708,400 bus.; corn, 846,400 bus.; oats, 441,000 bus.; rye, 5,500 bus.; barley, 95,500 bus. Shipments during May, 1910, were: Wheat, 1,196,800 bus.; corn, 1,545,600 bus.; oats, 369,000 bus.; rye, 3,300 bus.; barley, 6,600 bus.; compared with shipments during May, 1909: Wheat, 806,300 bus.; corn, 908,500 bus.; rye, 2,200 bus.; oats, 666,000 bus.; barley, 2,200 bus.—E. D. Bigelow, sec'y Kansas City Board of Trade.

ST. LOUIS LETTER.

A reduction of \$1 per car in switching rates will be made effective July 1 by the Terminal Railroad Ass'n.

Members of the Merchants Exchange vote to-day on a proposition to require margins on sales of cash grain for deferred shipment.

The grain business of the John Wahl Commission Co. will hereafter be conducted by C. L. Wright, who has severed his connection with the J. L. Wright Grain Co.

The following were elected members of the Merchants' Exchange in May: J. W. Morse, Eureka Mills, St. Louis; J. V. McCarthy, N. C. & St. L. Ry., St. Louis; Robt. W. Morrison, Jr., St. Louis; Elliott Lowe, Lincoln Grain Co., Lincoln, Neb. The above were transferred from Frank G. Bohle, J. R. Chisan, Robt. W. Morrison, and J. W. Dodson.—Geo. H. Morgan, sec'y Merchants' Exchange.

St. Louis grain receipts during May were: Wheat, 584,073 bus.; corn, 2,292,865 bus.; oats, 1,792,330 bus.; rye, 13,000 bus.; barley, 14,300 bus.; compared with receipts during May, 1909: Wheat, 293,070 bus.; corn, 1,755,630 bus.; oats, 1,061,610 bus.; rye, 8,013 bus.; barley, 196,300 bus. Shipments during May, 1910, were: Wheat, 796,720 bus.; corn, 1,461,515 bus.; oats, 1,057,365 bus.; rye, 17,050 bus.; barley, 6,300 bus.; compared with shipments during May, 1909: Wheat, 548,910 bus.; corn, 1,560,030 bus.; oats, 1,343,155 bus.; rye, 6,390 bus.; barley, 69,380 bus.—Geo. H. Morgan, sec'y Merchants' Exchange.

MONTANA.

Fallon, Mont.—Wm. C. Laughlin will construct an eltr.

Glasgow, Mont.—Hanson & Barzen Milling Co., of Thief River Falls, Minn., will erect an eltr. here at once.

Terry, Mont.—I expect to build a 35,000-bu. eltr. here this season unless our present prospects are greatly changed.—A. O. Hewitt.

Glendive, Mont.—The Eastern Montana Eltr. Co. has let its contract for the construction of a 50,000-bu. eltr., to cost \$9,500, to L. Buege.

Sentinel Butte, Mont.—An eltr. with cleaner, automatic scale, etc., will be constructed for the Billings County Mercantile Co., by L. O. Hickock & Son.

NEBRASKA.

Doniphan, Neb.—R. L. McMullin will rebuild his eltr. at once.

Grand Island, Neb.—R. L. McMullen is replacing his old eltr. with a new structure.

Lebanon, Neb.—I will put a cement bottom in my eltr. here.—S. A. Austin, Wilsonville.

Omaha, Neb.—The membership of R. S. Kerr on the Omaha Board of Trade has been transferred to M. T. Shepherdson.

Bertrand, Neb.—Ed McHugh, mgr. for the McConaughy Grain Co., has returned after taking treatment at Hot Springs, Ark.

Plattsmouth, Neb.—Julius Pitz, L. Wilkes and others, are organizing an alfalfa milling company with a capital of \$25,000.

Farwell, Neb.—The Gooch Milling & Eltr. Co. of Lincoln, has purchased the eltr. of the W. T. Barstow Grain Co. at Farwell.

Bellwood, Neb.—The eltr. and coal sheds formerly owned by M. J. Holland were purchased by the Farmers Eltr. Co. for \$6,500.

David City, Neb.—We have bot the Holland Eltr. here and will begin business June 1. The Farmers Grain Co.—J. P. Delaney, mgr.

Holdrege, Neb.—The Central Granaries Co., of Lincoln, is planning the erection of a 250,000-bu. eltr., which will replace the burned eltr.

Lincoln, Neb.—The Thos. Cochrane Grain Co., incorporated; capital stock, \$100,000; incorporators, Thos. Cochrane, W. S. Cochrane and B. B. Cochrane.

Republican City, Neb.—The eltr. owned by J. E. Gosnell, who recently died, has been purchased by W. N. Clark, of Stamford, Neb., who will operate it in the future.

Denton, Neb.—H. O. Barber & Sons have installed a Sonander Automatic Scale, and we now have an up-to-date house.—A. C. Olsen, agent, H. O. Barber & Sons.

Lincoln, Neb.—A branch office has been opened in the Madgett Block by Goffe & Carkener, of Kansas City, with Brinkley Evans temporarily in charge, where the trade will be furnished with continuous market quotations.

Dorchester, Neb.—The eltr. of the Farmers Grain & Live Stock Co. burned May 30, together with 5,000 bus. of grain. The fire was discovered in the cupola. Loss, \$10,000. They will rebuild at once an eltr. of 25,000-bu. capacity to cost \$7,600.

Omaha, Neb.—The State Railway Commission, on May 25, issued an order reducing transportation rates from 1 cent to 1.88 cents per hundredweight, on corn and grain products shipped from Omaha and other points in Nebraska. These reductions were brought about thru the efforts of the Omaha Grain Exchange, which, in its complaint to the Commission, alleged that the Burlington and the Union Pacific were discriminating in rates in favor of Kansas City.

Syracuse, Neb.—I resigned my position as agt. of the Lincoln Grain Co. at Murdock and have accepted a position with the Duff Grain Co., whose eltr. I managed for thirteen years previously to coming to Murdock, where H. A. Gillespie will succeed me.—John Ridgeway.

Fairbury, Neb.—W. M. VanBuren & Son, whose eltr. and mill burned on April 22, will start the erection of a new mill as soon as the ruins of the old structure have been dismantled. The old mill capacity of 300 bbls. of cornmeal, 1,500 sacks of chop, and 60 bbls. of flour may be increased.

Pierce, Neb.—Farmers Eltr. Co. incorporated; Joseph Wolf, pres., H. C. Klise, vice pres., Mike Widheim, sec'y, Carl Hoffman, treas. Board of directors, Florian Fuchs, Joseph Wolf, Mike Widheim, Carl Hoffman, H. C. Klise, H. C. Buckendahl and George Henzler. It is supposed that one of the local eltrs. will be bot.: Capital stock, \$50,000. Subscription, \$10,000.

Omaha, Neb.—Omaha received during May 150,000 bus. of wheat, 1,756,700 bus. of corn, 659,200 bus. of oats, no rye and 42,000 bus. of barley, compared with 123,600 bus. of wheat, 1,945,900 bus. of corn, 872,000 bus. of oats, 1,000 bus. of rye and 32,000 bus. of barley received in May, 1909. The following shipments were made in May: Wheat, 486,000 bus., corn, 1,651,000 bus., oats, 684,000 bus., rye, 4,000 bus. and barley, 4,000 bus., compared with 195,000 bus. of wheat, 1,782,000 bus. of corn, 906,000 bus. of oats, 4,000 bus. of rye and 72,000 bus. of barley shipped in May, 1909.

Omaha, Neb.—A suit to recover \$3,200, requesting a partnership accounting, and praying for a temporary injunction to prevent the defendant from transferring assets, has been filed by the Trans-Mississippi Grain Co., against Marshall L. Parker. The bill alleges that Parker was given \$15,000 to build eltrs. at Brule and Ogalalla which were ostensibly to be conducted for the Parker Grain Co., but which were in reality to be run by Parker for the Trans-Mississippi Grain Co., the agreement being that each was to receive one-half of the net profits, and the Trans-Mississippi Grain Co. avers that the defendant has not returned its full share of the proceeds.

NEW ENGLAND.

Thompson, Conn.—The Grosvenordale Grain Co. incorporated. William R. Chandler, pres.; M. A. Elliott, sec. and treas.

Griswold, Conn.—The Jewett City Grain Co. incorporated; capital stock, \$10,000. Henry W. Cutler, North Wilbraham, pres.; George R. Havens, Norwich, treas. and sec'y.

Bridgewater, Mass.—Our plant, which was burned on April 12, will be rebuilt. The new structure will be built of wood and have a capacity of from 40,000 to 50,000 bus.—Eastern Grain Co.

NEW MEXICO.

Hagerman, N. M.—The Pecos Valley Alfalfa Mlg. Co. has been incorporated under the laws of New Mexico. Officers and directors are: J. B. Anthony, pres.; M. C. Cartwright, vice-pres.; R. I. Lochhead, sec'y and mgr.; R. Warren and E. J. Lochhead. It is building an alfalfa mill here and expects to have it completed soon.

NEW YORK.

Buffalo, N. Y.—The City Eltr. has been razed.

New York, N. Y.—At the Knollwood Country Club, May 19, the semi-annual golf tournament for the members of the Produce Exchange was held. John G. Todd captured the first prize from a field of 60, with C. W. Ren Broeck second, and W. P. Lough third.

New York, N. Y.—The addition to the eltr. of Geo. N. Reinhardt & Co. will be completed this month. Six bins have been added, increasing its storage capacity to 60,000 bus., and that of the hay storage plant to 150 cars. A new grinding mill will also be installed.

Buffalo, N. Y.—The Western Elevating Ass'n has dropped its rate on local grain to meet the outside eltrs.' competition. Three of the houses have been charging $\frac{3}{4}$ c per bu., while the regular price at other houses in this port has been $\frac{1}{2}$ c for elevation and 10 days storage.

Buffalo, N. Y.—Spontaneous combustion is said to have caused the fire which damaged about 500 tons of grain and feed in the Globe Eltr. on May 18, entailing a loss of about \$2,000. Owing to the difficulty in reaching the burning grain, it took 48 hours to extinguish the flame.

New York, N. Y.—Charles Fitch Swan, one of the oldest members of the Produce Exchange, and a grain dealer here since 1872, died at his home May 25, in his 60th year. He is survived by a widow, who was formerly Miss Helen Mar Wallace, daughter of broker F. B. Wallace.

New York, N. Y.—Welding Ring, who has been president of the Produce Exchange for the past two years, has retired from official connection with the Exchange. E. Pfarrius, on behalf of the members, presented him with a beautiful tea and coffee service in appreciation of his efficient administration.

New York, N. Y.—The regular ticket for officers of the New Produce Exchange, voted on June 6, is composed of Pres. Edward R. Carhart; vice pres., John Aspegren; treas., Edward C. Rice; managers for two years: J. Ward Warner, C. C. Rubins, Arthur J. Dyer, Walter B. Pollock, E. G. Broenniman and A. Maclay Pentz.

Buffalo, N. Y.—A very complete grain and milling plant is being erected for the Buffalo Cereal Co. by the A. E. Baxter Engineering & Appraisal Co., to be completed about Oct. 1. The plant includes a 125,000-bu. eltr.; 200-ton per day feed mill; warehouse 65x200 ft.; and cleaning house; together with a white corn goods mill of 6,000 bus. capacity and oatmeal mill of 300 bbls. daily capacity. The buildings are of reinforced concrete construction and the power is electrical, derived from Niagara Falls.

NORTH DAKOTA.

Napoleon, N. D.—The farmers will organize a Farmers Eltr. Co.

Kermitt, N. D.—The burned eltr. of the Farmers Eltr. Co. will be rebuilt.

Gascogne, N. D.—The Farmers Eltr. Co. has selected a site for its eltr.

Langdon, N. D.—The Amenia Eltr. Co. has begun work upon its new eltr.

Manitou, N. D.—The St. Anthony & Dakota Eltr. Co. will erect an eltr. here.

Buffalo Springs, N. D.—The eltr. of Geo. Silvius is rapidly nearing completion.

Amenia, N. D.—An eltr. will be erected here this summer by the Amenia Eltr. Co.

Sarles, N. D.—The Farmers Eltr. Co. has opened, and F. A. Plummer is the manager.

Brenner, N. D., New Rockford p. o.—The Brenner Eltr. & Trading Co. will erect an eltr.

Hampden, N. D.—The Farmers Cooperative Eltr. Co. will buy the McCabe Eltr. for \$4,500.

Medina, N. D.—The Farmers Eltr. Co. will advertise for bids for the construction of a cribbed eltr.

Bismarck, N. D.—The Atwood-Larson Co., of Duluth and Minneapolis, will be represented here by F. Trotten.

Englevale, N. D.—It has been reported that the Independent Eltr. Co. has purchased the Great Western Eltr.

Bowman, N. D.—The Rippe Grain & Milling Co. of Fairmont, Minn., will erect a flour mill and an eltr. here.

Medberry, N. D.—The Farmers Eltr. Co. will construct a 50,000-bu. eltr. Bids have been received by W. M. Ray, sec'y.

Cando, N. D.—The Minneapolis & Northern Eltr. has been purchased by Fred Magnus and Will Noyes, who will operate it.

Fargo, N. D.—The dep't of Agriculture will issue a crop report for this state and the report will probably be issued every week.

Joliette, N. D.—H. F. Degerness has removed from this place to Grafton, and will take a rest before starting in at Kellogg again.

Hettinger, N. D.—The Hettinger Milling Co. is erecting an eltr. and flour and feed house. The manager and head miller will be A. Moline.

Ayr, N. D.—The farmer's eltr. burned June 1, destroying building, contents and adjoining coal sheds; loss, \$12,000; insurance, \$6,000. The fire is supposed to have been caused by dust.

Havana, N. D.—I have sold half of my eltr. to F. P. Ginns of Delmont, S. D., who will take charge July 1 and run it. I will retain a half interest but will go West for a year on a vacation.—H. J. Waddell.

Mandan, N. D.—Fire recently destroyed the eltr. of the Lyon Eltr. Co., the Russell-Miller Mlg. Co.'s mill with 4,000 bus. of wheat and the eltr. of the Chase Eltr. & Lumber Co. with 15,000 bus. of wheat. Total loss, \$65,000.

McCanna, N. D.—The St. Anthony & Dakota Eltr. Co. has discontinued business. I have bot the eltr. and will operate it under the name of Walland Eltr. Co. I have been agent here continuously for the past twelve years.—H. H. Wal-land.

Cooperstown, N. D.—The Farmers Eltr. Co. will rebuild its eltr. at this point, and the new structure will be either of steel or concrete. The Monarch Eltr. Co. will not rebuild its plant for the present. C. O. Johnson, the local agent, will go to Willmar, Minn., to take a position with the same company.

Crystal Springs, N. D.—There is not a word of truth in the newspaper reports to the effect that our property here was completely wrecked by a storm. The lumber shed was moved a few feet off of its foundation and the eltr. cupola was slightly wrecked on account of being in process of construction. The damage will not exceed \$125, however.—Powers Eltr. Co.

Mandan, N. D.—Sealed bids will be received until June 18 for the building of one or more eltrs. at sites along the new Northern Pacific branches out of Mandan, according to plans and specifications on file at the Builders Exchange, L. O. Hickok & Son, Stair, Christensen & Timmerman, Minneapolis, Minn., and at the office of the Farmers Eltr Co. here.—S. W. Unkenholz, mgr. Farmers Eltr. Co.

The writer has just completed a trip over the country which is to be covered by the C. M. & P. S. extensions in North and South Dakota, and it is our intention to build grain elevators, with coal and flour sheds at the new towns of New England, Watrous, Freda, Bentley, Leith, Kaiser, Brisbane and Raleigh, on the Cannon Ball line, and at Faith, the new town at the terminus of the Cheyenne branch. We do our own building, and will proceed with the work as fast as the railroad builds into these new towns. We will also build an eltr. on the main line at White Butte.—R. C. Bagley, sec'y Geo. C. Bagley Eltr. Co., Minneapolis, Minn.

OHIO.

Monroeville, O.—M. J. Baker is installing a receiving separator.

Toledo, O.—The J. J. Coon Grain Co. will discontinue business June 15.

Upper Sandusky, O.—H. A. Meyers is installing a 22 foot, 8 ton, dump scale.

Bellevue, O.—The Bellevue Mill & Grain Co. has installed a 25-h.p. gas engine.

Cleveland, O.—The Cleveland Grain Co. is doubling the power at its eltr. by installing a 400-h.p. corliss engine.

Rockford, p. o., Tamah sta. O.—The eltr. of Behymer Bros. burned May 31; loss, \$3,000; partly covered by insurance.

Toledo, O.—Jacob Keller, for thirteen years engineer at the East Side Iron Eltr., died of heart failure while at work.

Toledo, O.—Members of the Northwestern Ohio Grain Dealers Ass'n held a meeting recently at the Produce Exchange.

Monroeville, O.—Schug & Horn are making repairs on their eltr.—G. D. Woodman, of Rosenbaum Bros., Sandusky, O.

Collinsville, O.—We are building an eltr. here. The Burrell Eng. & Const. Co. has the contract.—Payne & Eickenberry Co., Camden.

Lyons, O.—We have formed a corporation out of our co-partnership, and are operating the same plant as heretofore.—Lyons Grain & Coal Co.

Washington, O.—A large grain crib is being constructed in connection with his receiving eltr. by C. E. Lloyd. Eltrs. and drags are also being put in.

Bradford, O.—Mote & Hawkins of Greenville contemplate the erection of an eltr. here. The storage will probably be in the form of round tanks.

Cincinnati, O.—Lawrence C. Plageman, with the Union Grain & Hay Co., was elected a member of the Cincinnati Chamber of Commerce June 7.

Cincinnati, O.—The Interstate Commerce Commission has ordered a partial reduction in the rates from this city south requested by shippers here two years ago.

North Hampton, O.—An improved sheller and boot combined, an oscillating grain cleaner, a manlift, and a drag dump, have been put in his new eltr. by J. M. McFarland.

Mansfield, O.—The Goemann Grain Co. is installing a cooler and doubling the drying capacity, besides making other improvements in its plant, which will be completed by Aug. 1.

Toledo, O.—R. J. Wendt has succeeded Thos. L. Keck, recently deceased, as local representative of Jackson Bros., Chicago. Mr. Wendt is assistant sec'y of the Produce Exchange.

Toledo, O.—The East Side Iron Eltr. is being equipped with two 50-foot, 100-ton, track scales; one 250-bu. hopper scale, two 30-h.p., one 40-h.p., and three 75-h.p. a. c. Fairbanks Morse Motors.

North Baltimore, O.—J. W. Busby of Shelby, O., and C. L. Van Brimer, of Toledo, O., have purchased the eltr. of the Nigh Eltr. Co. and will continue the business.—Busby, Van Brimer Eltr. & Hay Co.

Kyle, O.—Benjamin F. Kyle, for forty years a prominent member of the Cincinnati Chamber of Commerce, died at his home on May 24, at the age of 72 years. A widow and four children survive him.

East Rochester, O.—J. J. Neill has sold his grain and implement business to W. K. Wickersham, and the new firm will take possession July 1. Mr. Wickersham's son, William, will have charge of the business.

Sandusky, O.—Gallagher Bros. will shortly move their headquarters to the bldg. formerly occupied by T. C. Adams on Water St. The bldg. which they are at present occupying will be retained as a storehouse.

Lima, O.—Hiram A. Holdredge Co. will erect a 300-bbl. mill, a 50,000-bu. eltr., a flour warehouse, and an office building. The A. E. Baxter Engineering & Appraisal Co. is preparing the plans, and the main buildings will be fireproof.

Columbus, O.—The Buckeye Grain & Milling Co. incorporated, capital stock, \$40,000; F. Baughman, A. Felty, M. L. Bigger, W. H. Morgan and M. M. Ballinger, incorporators; to succeed Newton Bros. & Co., and F. Baughman will be manager.

Portsmouth, O.—H. S. Grimes has been elected pres. of the Portsmouth Board of Trade. Mr. Grimes had served the Board for 10 years, but was out of office the past two years. His election shows that they couldn't get along without the "old man."

Columbus, O.—I have severed my connection with Jas. P. McAlister & Co., where I have been junior partner for the past three years, and will continue business in the same line as Edward Stritmatter, with offices in the Schultz bldg. Jas. P. McAlister & Co. will continue business as usual in their old quarters. The two sons of Mr. McAlister have been taken into the firm.—E. Stritmatter.

All regular grain dealers in Ohio whether members or not are invited to attend the annual meeting of the Ohio Grain Dealers Ass'n at Cedar Point, Sandusky, O., June 15 and 16. Headquarters will be at the Breakers Hotel and the sessions will be held in a hall in the hotel. Dealers are requested to bring the ladies and children. Entertainment will be provided for them. To be present at the opening session dealers should go on June 14. An opportunity will be given to discuss all subjects and all members are requested to come prepared to take part in the meeting. Any person present having a subject of interest to the grain trade will be gladly received.

Cincinnati, O.—The O'Dell Stock & Grain Co. was enjoined by the United States District Court June 3 against the use or distribution of quotations of the New York Cotton Exchange. Defendants must also pay the cost of the suit, which amounts to a considerable sum.

Toledo, O.—Eben W. Newton and Frederick Willard have been appointed receivers of the Travis-Emmick Co., and S. P. Shelly has been appointed receiver for the Travis-Baden Lumber Co. The liabilities of the Travis-Emmick Co. are \$40,000 and the assets considerably more. The company operated 11 eltrs. in Ohio and Indiana. Mr. Travis has been ill and unable to give attention to the business.

Toledo, O.—W. W. Edwards, former vice-pres. of the East Side Iron Eltr. Co., has succeeded A. E. Royce as pres. James Hodges is also vice-pres., and A. W. Boardman is sec'y-treas. and mgr., both men retaining the positions held by them heretofore. The company has moved its offices from 17 to 21 Produce Exchange, and the Macdonald Engineering Co. is building an eltr. and a marine leg, and is increasing the dock capacity of the company's plant.

Brighton, O.—At the request of Harry Fegleman, who, together with Max Chale, composed the Brighton, Hay & Grain Co., a receiver was appointed for the company. He also asks for an accounting and a dissolution of partnership. His claims are that according to their agreement Max Chale was to manage the business entirely, but for the past ten days he has been ill and been unable to do anything, leaving the company without a manager.

Toledo, O.—Receipts during May were: Wheat, 223,000 bus.; corn, 348,650 bus.; oats, 177,000 bus.; rye, 8,000 bus.; compared with receipts during May, 1909: Wheat, 111,000 bus.; corn, 311,000 bus.; oats, 110,000 bus.; rye, 18,000 bus. Shipments during May were: Wheat, 141,000 bus.; corn, 292,600 bus.; oats, 175,600 bus.; rye, 6,600 bus.; compared with shipments during May, 1909: Wheat, 36,900 bus.; corn, 153,300 bus.; oats, 114,500 bus.; rye, 14,100 bus.—A. Gassaway, sec'y, Produce Exchange.

Cincinnati, O.—Receipts at Cincinnati during May were: Wheat, 249,104 bus.; corn, 765,972 bus.; oats, 509,620 bus.; rye, 41,172 bus. and barley, 13,000 bus.; compared with receipts during May, 1909: Wheat, 293,710 bus.; corn, 572,334 bus.; oats, 340,198 bus.; rye, 22,000 bus. and barley, 5,032 bus. Shipments during May were: Wheat, 218,214 bus.; corn, 659,165 bus.; oats, 398,990 bus.; rye, 11,060 bus. and barley, 1,048 bus.; compared with shipments during May, 1909: Wheat, 206,632 bus.; corn, 274,600 bus.; oats, 280,926 bus.; rye, 9,714 bus. and barley, 1,136 bus.—C. B. Murray, sup't. Cincinnati Chamber of Commerce.

Saint Paris, O.—The McMorran Bros. Co. will liquidate on June 15, after which the new partnership of McMorran Bros. & Co. will continue to operate the business with the general offices at Saint Paris. The change was made in order to effect a settlement with the estate of O. S. Brecount, the deceased secretary of the firm, and the Saint Paris Eltr. has been leased to the Lock Two Grain & Milling Co., of New Bremen, O., by his heirs. The change has nothing whatever to do with the business operations of the firm, and the new company will continue to operate the eltrs. at Thackery and McMor-

ran, O., and the extensive track business which the firm has always enjoyed.—The McMorran Bros. Co.

PROGRAM OHIO GRAIN DEALERS.

For the annual meeting of the Ohio Grain Dealers Ass'n at the Breakers Hotel, Cedar Point, June 15-16, the following program has been arranged:

WEDNESDAY, JUNE 15, 10 A. M.

Address of Welcome, by J. A. Ryan, Sandusky.

Response, by Harry Silver Grimes, Portsmouth.

President's Address, by H. W. Robinson, Green Spring.

Report of Sec'y-Treas., by J. W. McCord, Columbus.

"Relation of Miller to Grain Dealers," H. W. Fish, Mansfield.

"Local Ass'n and Its Work," Capt. E. E. Nutt, Sidney.

Appointment of Committees.

WEDNESDAY, 1:30 P. M.

"Running a Country Elevator," "Profit v. Losses," H. G. Pollock, Middle Point.

"A Word from the Experiment Station," Professor C. G. Williams, Wooster.

"A Proper Adjustment and Regulation of Freight Rates," L. W. Dewey, Blanchester.

"Insects Injurious to Growing Grain," Professor Herbert Osborne, Columbus.

THURSDAY, June 16, 9:30 A. M.

"Observance of Contracts," John F. Courcier, Toledo, Sec'y Grain Dealers National Ass'n.

"Corn and Corns," Professor A. G. McCall, Columbus.

"Love Thy Neighbor as Thyself," Maurice Niezer, Ft. Wayne, Ind.

"The Ohio Grain Dealers Ass'n and Better Agriculture," Chas. McIntire, Chاندلerville.

Reports of standing committees and committees on resolutions and nominations, and special committees.

Election of officers.

Adjournment.

OKLAHOMA.

Washington, Okla.—C. N. Hall will build an eltr. of 20,000-bu. capacity.

Ryan, Okla.—W. W. Brunskill will install a new sheller in his eltr.

Muskogee, Okla.—Venus Grain Co. has closed its office and suspended business.

Garber, Okla.—The El Reno Mill & Eltr. Co. has sold its eltr. to L. L. Thorp.

Lahoma, Okla.—R. M. Hiatt purchased the eltr. of the Home Grain Co. at this point.

Waukomis, Okla.—Chas. Minet has bot W. A. Grossclose's eltr. here and will operate it.

Shattuck, Okla.—Ingle Bros. Co. are building an eltr.—Cox & Townsend, Woodward.

Enid, Okla.—Wirt & Lyons are moving their eltr. from Wirt to Cloworth, a suburb of Enid.

Lambert, Okla.—G. T. Cox Grain Co. has purchased the eltr. formerly owned by Kelly Bros. Grain Co.

Frederick, Okla.—The Texas-Oklahoma Grain Co. will start up a business here with a capital of \$50,000.

Norman, Okla.—E. R. Chastain will install a new sheller and cleaner and chain feed, new belts, etc. in his eltr.

Thomas, Okla.—The Orient gin has been purchased by C. W. Scott, who is converting it into an alfalfa mill.

Hobart, Okla.—The Hobart Mill & Eltr. Co. will install a 150-h.p. electric motor to replace the steam power.

Tonkawa, Okla.—The Tonkawa Mill & Eltr. Co. has closed its mill and suspended business for an indefinite period.

Manchester, Okla.—The Manchester Mill & Eltr. Co. has displaced its steam plant with a 40-h.p. solar oil engine.

Muskogee, Okla.—Oklahoma Grain Co. has suspended business and Mr. Whitehurst has gone to Hutchinson, Kan.

Muskogee, Okla.—The Muskogee Grain Co. has opened an office here and will engage in the wholesale grain business.

Atwood, Okla.—David Williamson is forming a farmers eltr. company here to be known as The Farmers Eltr. Co.

Muskogee, Okla.—The Midland M. & E. Co.'s eltr. burned down Mar. 1. Loss \$4,000, partly insured. The company will not rebuild.

Billings, Okla.—Dan Neill is installing a Richardson Automatic Scale in his eltr. The P. H. Pelkey Construction Co. has the contract.

Skeedee, Okla.—The Badger-Hudson Grn. Co. has sold its eltr. on the Santa Fe to C. F. Harshbarger of Illinois, who will move it to Yale.

Woodward, Okla.—C. B. Cozart, who sold his eltr. last year to the Farmers Supply Co., has bot the Driskell eltr. here.—Cox & Townsend.

Martha, Okla.—The Martha Alfalfa Milling Co. incorporated. Capital stock \$15,000; incorporators, W. H. Holtby, J. J. Edwards and I. J. Rutherford.

Lindsay, Okla.—Keel & Son have bot the Lindzee-Goodwin Eltr. They are adding a chop and a corn meal mill and increasing the storage to 25,000 bus.

Mountain Park, Okla.—The Texas-Okla. Grain Co., Vernon, Tex., has just completed its eltr. here. The P. H. Pelkey Construction Co. did the work.

Enid, Okla.—Burran House will not go into the grain business as he originally intended; but will accept a position as local manager for the Southern Oil Co.

Manitou, Okla.—Reeves & Harmon's eltr., containing 2,000 bus. of shelled corn, burned May 17. The fire started in the interior and was discovered at 11 o'clock.

Greenfield, Okla.—Moore & Gilles of Geary, Okla., have purchased the Geary Milling Co.'s eltr. here, and will install a cleaner and sheller, and repair the building.—S.

Hobart, Okla.—The L. D. Sautbine Eltr., recently purchased by the Chickasha Milling Co., is being remodeled, and a coal shed and flour warehouse will be added to the equipment.

Woodville, Okla.—The Dennison Mill & Eltr. Co. is building eltrs. of 11,000 bus. ear corn capacity at Hickory, Ravia, Fitzhugh, Mansville, Wewoka and Milburn. J. A. Horn is doing the work.

Altus, Okla.—A. W. Hounshell & Sons incorporated; capital stock \$20,000, to do a wholesale business in grain and feed. Incorporators, A. W. Hounshell, W. O. Hounshell and W. H. Hounshell.

Oklahoma City, Okla.—E. V. Washburn, formerly with the Oklahoma Export Co., will have charge of the local office of the Empire Grain Co. after June 1. P. J. Mullin will engage in the grain brokerage business here on his own account.

Greenfield, Okla.—The El Reno Mill & Eltr. Co. has overhauled and raised the eltr. bot of the Home Grain Co. and installed a sheller, cleaner and a Thompson-Lewis 22-h.p. Gasoline Engine.

Chickasha, Okla.—The eltr. of the Moore Grain Co., that was recently burned, is being replaced with a 50,000-bu. house, in which will be installed the latest corn and corn mill machinery.

Guthrie, Okla.—The Guthrie Mill & Eltr. Co., organized by J. W. McNeal and P. A. McNeal, has succeeded the Guthrie Milling Co. and will operate the mill and eltr. here and the eltrs at Hillsdale and Dutcher.

Uncas, Okla.—Cathcart & Cottrell have let the contract for a 20,000-bu. eltr. here on the Santa Fe. It will be equipped with a Western Sheller, Cleaner and a 25-h.p. gasoline engine and Weller Transmission machinery.

Kildare, Okla.—We recently sold our eltr. to Ed. Hawthorne, and intend to locate elsewhere. Mr. Hawthorne has engaged in farming in this community for a number of years, and his wide acquaintance will aid him materially in the grain business.—Conklin Grain Co.

Guthrie, Okla.—The Enid Mill & Eltr. Co., of Enid, has filed a complaint with the Corporation Commission against the Rock Island railroad, alleging an overcharge upon a feed shipment from Enid to Ardmore. The Rock Island was cited for contempt of the commission's rate order, and directed to appear on June 15.

Blackwell, Okla.—Beutke Bros. have succeeded the firm of McFarland & Stauffacher at this place and also purchased the eltrs. owned by them at Blackwell, Braman, Sumpter, Tyner and Cropper, Okla. C. McFarland will remove to the western part of the state and may engage in the grain business there. Mr. Stauffacher will remain with Beutke Bros. for the present. They also operate an alfalfa mill at this point.

OREGON.

Portland, Ore.—The Globe Grain & Milling Co. of Los Angeles, Cal., is building an eltr. and warehouse here.

Wasco, Ore.—At the annual meeting of the stockholders of the Independent Warehouse & Milling Co., held on May 21, the same officers were elected; W. A. Laidlaw, of Portland, Pres.; G. N. Grosfield, Vice-Pres.; R. H. McKean, mgr., Sec'y-treas. Directors: George C. Fridley, V. H. Smith, Henry Richelderfer and J. M. Allen. It is the intention to extend the business so far so as to include more warehouses along the line of the Columbia Southern, and also to Rufus, Hay canyon and DeMoss Springs.

PENNSYLVANIA.

Chambersburg, Pa.—Robert E. Coyle, the recently retired member of the grain and coal firm of Coyle & Diehl, which operated grain eltrs. in several towns in Franklin County, died here recently, aged 77 years.

PITTSBURG LETTER.

The annual meeting and election of the Pittsburgh Grain & Flour Exchange will be held at its rooms in the Wabash building the evening of June 14. Nominations will be made on the previous Saturday.

Roy V. Harper, for many years with Hardman & Heck, has become a member of the well known firm of J. W. Smith & Co.

Things have been going on an unsatisfactory basis in the Pittsburgh market the past two weeks. Prices have tended downward. Retail dealers are buying very cautiously and seem disposed to wait upon crop reports before investing any money.—P.

One of the really jolly good fellow bachelors of the grain fraternity in Pittsburgh is T. J. Elwood, who has always been supposed to be invulnerable against the attacks of feminine persuasion. Alas, he has fallen. On June 8th he succumbed to the inevitable and was passing around high-grade cigars, the reason being his marriage to a prominent lady of Washington.

PHILADELPHIA LETTER.

Milton F. Baringer has had issued an attachment against the Cincinnati Grain Co., with \$199 bail.

The old Hay Market at Eleventh and Cambria streets, with its sheds, scales and hay, and paraphernalia, was almost entirely destroyed by fire, entailing a loss of \$30,000. It is to be immediately rebuilt, and put in a more modern shape.

Among the new members of the Commercial Exchange are F. K. Hagar, shipping broker, and son of Walter F. Hagar, Pres. of the Keystone Eltr. Co.; and A. M. Stover of New Jersey, who has associated himself with his uncle, I. S. Stover, in the grain and feed business, with offices in the Bourse building.

Receipts at Philadelphia for May, 1910, show: Wheat 1,245,865 bus.; corn, 107,862 bus.; oats, 427,926 bus., against May, 1909: wheat, 972,508 bus.; corn, 62,489 bus.; oats, 388,601 bus. The exports for the past five months foot up an increase of 698,188 bus. of wheat over the same time the year previous. The receipts for five months last past of 1910 are greater by 1,176,648 bus. of wheat, and 400,956 bus. of oats, than those of the same period during 1909.

The diversion of grain concessions secured by the Commercial Exchange under the Presidency of Samuel L. McKnight, and Chairman of the Transportation Committee James L. King, are proving to be of greater benefit to the shippers and receivers and the trade in general, than was first supposed. Under the old rules the railroads exacted a diverting charge of \$2 per car, per day, if it wasn't ordered before it got to the point of diversion. Now the trunk lines will allow full 24 hours after a car reaches its destination, which practically abolishes the charge for such a time detention.

While in Washington, D. C., Chairman James L. King, Pres. Samuel L. McKnight, Sec'y Frank Marshall, and H. Dewitt Irwin of the Commercial Exchange, had a conference with Commissioner Lane of the Interstate Commerce Tribunal in regard to the interpretation of the new demurrage code and the effect which it has upon the inspection and unloading of carload shipments of grain at this terminal. There was a question as to whether there was to be an allowance of 24 hours for inspection in addition to the 24 hours for unloading. The Saturday half holiday under the Pennsylvania law and its effect upon the demurrage question was discussed, Commissioner Lane promising to take up that subject with the railroad authorities at the very first opportunity.—S. R. E.

The Directors of the Commercial Exchange, by a vote of 10 to 2, approved the report of the Transportation Committee, that Frank L. Neall, the shipping man, had failed to make good his charges that the Pennsylvania Railroad discriminated against the port of Philadelphia on export grain by tramp steamships.

SOUTH DAKOTA.

Turton, S. D.—C. W. Derr's new eltr. is nearly finished.

Westport, S. D.—The Farmers Eltr. Co. has succeeded A. D. Neer.

Plana, S. D.—The Farmers Eltr. Co. has purchased the Northwestern Eltr.

Lake Andes, S. D.—We may put in automatic scales.—Western Grain Co.

Elrod, S. D.—The Farmers Eltr. Co. will soon determine upon the site for a new eltr.

Columbia, S. D.—The Atlas Eltr. Co. is erecting an eltr.—B. L. Edson, Houghton, S. D.

Hosmer, S. D.—We have purchased the plant of the Reliance Eltr. Co.—Brinkema Ludtke & Co.

Houghton, S. D.—The Farmers Eltr. Co. has been organized here.—C. E. Griffiths, Columbia, S. D.

Clark, S. D.—The Farmers Eltr. Co. has moved one of its buildings and will replace it with a new addition.

Redfield, S. D.—L. E. Godfrey, representing the Van Dusen Eltr. Co. of Minneapolis, has announced that an eltr. will be constructed here immediately.

Hoven, S. D.—The Hawkeye Eltr. Co. closed its house here on June 1, and the agent, M. C. Doffing, will take charge of the Hawkeye Eltr. at Grover.—E. Nelson.

Le Beau, S. D.—The Imperial Eltr. Co., whose headquarters are at Minneapolis, will give the triangular piece of ground next to their offices to the city to use as a park.

Worthing, S. D.—Charles Levett has purchased the plant of the Farmers Eltr. Co. and will continue to operate after July 1, under the same name, Farmers Eltr. Co.—W. W. Thorpe.

Elk Point, S. D.—I have severed my connection with the Trans-Mississippi Grain Co. at Schleswig, Ia., and am connected with Fields & Slaughter at this point.—C. E. Fitz Simmons.

Miller, S. D.—The 40,000-bu. capacity eltr. owned by Geo. P. Sexauer of Brookings, will be opened shortly, and A. E. Connor of Arlington will be manager. The building is covered with galvanized iron.

Aberdeen, S. D.—We will reopen our office in the Citizens Bank bldg., after a two months suspension. The business will be continued under the management of L. W. Frost, formerly of the Omaha office.—McCaull-Dinsmore Co.

Hitchcock, S. D.—G. W. Van Dusen & Co. are replacing their old eltr. with a modern house. This is the last of the pioneer eltrs. at this station to be replaced by an up-to-date house and when it is finished we will have four good houses.—E. E. Monroe.

Houghton, S. D.—Work upon the 40,000 bu. eltr. for the Farmers Eltr. Co. which contract was let June 1, will begin about the third week in June. G. W. Van Dusen & Co. will have their eltr. overhauled, and install a new engine and direct spout.—R. L. Edson, agt., G. W. Van D. & Co.

Butler, S. D.—We are tearing down our eltr. here, and are replacing it with a modern structure. Coal sheds will be run in connection with the grain business.—R. C. Bagley, sec'y Geo. C. Bagley Eltr. Co., Minneapolis, Minn.

Bradley, S. D.—The Farmers Eltr. & Merc. Co. has let the contract for the erection of a 30,000-bu. eltr. to D. F. Hoag. The structure will be up-to-date in every way, its equipment including 2 lgs, cleaner, dump and automatic scales, and a feed mill.

SOUTHEAST.

Atlanta, Ga.—Sims-McKenzie Grain Co. incorporated; capital stock, \$25,000; incorporators, E. S. Sims, C. E. Sims and Ralph McKenzie.

Wheeling, W. Va.—W. A. Ward & Co., grain dealers, incorporated. Capital stock, \$25,000; incorporators, W. A. Ward, J. H. Klieves, H. O. Stealy and others.

Jacksonville, Fla.—Harman & Husley Co., wholesale hay, grain and provisions, incorporated. Capital stock, \$25,000; stockholders, M. J. Husley, Tampa, G. C. Harmon and A. W. Harmon, Jacksonville, and T. S. Southgate, Norfolk, Va.

TENNESSEE.

MEMPHIS LETTER.

Howell Turner, one of the prominent members of the trade here, will be with the new firm of Rainer, Connell Co., the wholesale grain company, which is soon to start in business.

Memphis, Tenn.—Memphis Mfg. Co. incorporated to manufacture feedstuffs; capital stock, \$10,000; incorporators, Herbert Gannaway, J. H. Watson, Calvin Perkins, Blakeney Perkins and M. R. Layton.

Memphis, Tenn.—A freight traffic bureau is under consideration for members of the Merchants Exchange in addition to the present Memphis Freight Bureau, with J. S. Davant in charge. It is planned to have a salaried expert and C. B. Stafford, commissioner in charge of the Memphis Hay & Grain Exchange, is mentioned in connection with this position. The directors of the older organization are opposed to the proposition.

J. B. Horton & Co., owners of the Merchants Eltr., which burned on May 18, are planning to rebuild the structure upon the old site at once. McCord, Crockett & Kolp and C. J. West & Co., together with J. B. Horton & Co., owners of the grain lost in the fire, have made arrangements to continue business and will use other eltrs. until the new building is completed. These firms will not use any of the grain saved from the burned eltr., having turned it over to the insurance companies.

NASHVILLE LETTER.

The Cumberland Eltr. Co. is the latest addition to the Nashville Grain Exchange.

The Cumberland Eltr. Co., capital stock \$5,000, and Charles D. Jones & Co., capital stock \$25,000, have applied to the county register for charters. The moving spirit in both of these enterprises is Charles D. Jones, and the new business will be located at the plant of the former Kendrick-Roan Eltr. Co. in West Nashville. Mr. Jones, who was largely instrumental in the organization of the local grain exchange, is well known in grain and milling circles of the state.

The matter of contesting the ruling of the Interstate Commerce Commission against grain elevation and co-operating with other cities was brought before the Grain Exchange at a recent meeting and it was determined to fully co-operate with other cities in contesting to the end.

The grain market here for the past two weeks has been slow to dullness and little trading has resulted. The general tendency of prices has been downward and dealers have appeared to be afraid to get in until things settle. Some better demand has been shown from points further South for grain, but all orders are comparatively small.

The Nashville Grain Exchange and grain dealers generally in this city were shocked June 1 when it was learned that one of the most prominent grain dealers of the city, William J. Miller, had killed himself at his home. The tragedy happened in an upper room at 7 o'clock while the other members of the family were waiting for Mr. Miller to come to breakfast. It is stated that Mr. Miller left his business in good shape, but there is a general sentiment that he lost heavily during the last few months on grain and that worry over this induced bad health and a state of mind which caused him to kill himself. His physician, Dr. Crockett, stated that he had attended Mr. Miller for some time for a nervous trouble due to worry over the demoralized condition of the grain market. He left instructions that his business be wound up.—S.

TEXAS.

Houston, Tex.—The Vilott Grain Co. has succeeded W. D. Van Wegenen.

Granbury, Tex.—The Granbury Mlg. Co. has gone into hands of a receiver.

Chillicothe, Tex.—W. E. Welch of Oklahoma City will probably erect an alfalfa mill here.

Iowa Park, Tex.—G. G. Kemp has been succeeded by the Farmers Eltr. Co., E. P. Boyd, mgr.

Higgins, Tex.—The Farmers Union will build an eltr. here near the Santa Fe right-of-way.

Tyler, Tex.—Clay Bros. are erecting a 32x125 ft. grain warehouse on the Cotton Belt tracks.

Electra, Tex.—G. G. Kemp has succeeded Brandon Smith as mgr. of the Farmers Eltr. Co.

Chillicothe, Tex.—The Rutherford Mill & Eltr. Co. increased its capital stock from \$25,000 to \$45,000.

Benonine, Tex.—A 10,000-bu. eltr. is being erected here for J. H. Seright on the R. I. by J. A. Horn.

Childress, Tex.—S. L. Rhyne has rented a warehouse and will engage in the retail grain business.

Amarillo, Tex.—A. S. Taylor, broker, with the Amarillo Commission Co., has removed to Minco, Okla.

Temple, Tex.—A. E. Childress & Co. are remodeling their eltr. and increasing the capacity to 12,000 bu.

Clifton, Tex.—Schow Bros. have leased the Kell & Gibbs eltr. and will operate it this season.—R. G. Nixon.

Burleson, Tex.—The Burleson Mill & Eltr. Co. has a new 100-brl. flour mill and 20,000-bu. eltr. in operation.

Coleman, Tex.—The Coleman M. & E. Co. has just completed its mill and will take possession June 1. B. J. Carrico had the contract.

Lockney, Tex.—The Cobb & Elliott Grain Co. of Plainview will build an 8,000-bu. eltr. here on the Santa Fe.

Wichita Falls, Tex.—W. P. Geraghty, until recently in the grain business at Wichita, Kan., is now with the J. C. Hunt Grain Co.

Crowell, Tex.—The Texas-Okla. Grain Co., Vernon, Tex., has just completed its eltr. here. The P. H. Pelkey Construction Co. did the work.

Bowie, Tex.—I expect to enlarge, and in connection with the corn meal for meal and chops, I am thinking of installing a small flour mill.—C. B. Morgan.

Ft. Worth, Tex.—The Dazey-Moore Grain Co. is installing two electric motors, more power being needed than could be obtained from their gasoline engine.

Vernon, Tex.—J. A. Birdsong, until recently with the Sherman Mill & Grain Co., is now mgr. of the Kell Milling Co. here; and \$10,000 will be expended in repairs.

Ft. Worth, Tex.—M. Sansom & Co. will build a 200,000-bu. transfer and cleaning eltr. and fully equip it with cleaning and clipping machinery and electric power.

Abilene, Tex.—We are remodeling our mill and increasing its capacity from 100 to 250 bbls. also doubling the capacity of our corn mill.—W. B. Lilly, mgr. Star Mill Co.

Ft. Worth, Tex.—A reinforced concrete working house and steel tank storage annex of 500,000 bus. capacity is being erected here for the Ft. Worth Eltr. Co. by B. J. Carrico.

McKinney, Tex.—We have succeeded the Doggett Grain Co. The firm is composed of Marvin Reinhardt, former mgr. of the Doggett Grain Co., whom we succeed, and Geo. Reinhardt of the firm of Reinhardt & Co., Jacksonville, Tex.—Reinhardt Grain Co.

Galveston, Tex.—During the period between Sept. 1, 1909, and June 1, 1910, 1,617,298 bus. of wheat, and 1,863,602 bus. of corn were exported, compared with 4,777,005 bus. of wheat, and 7,480,932 bus. of corn during the same period last year, as reported by C. McD. Robinson, chief grain inspector of the Galveston Board of Trade.

Ft. Worth, Tex.—Walker Grain Co. is suing the German Fire Ins. Co. for loss of 10,500 sacks of bran in its eltr., which burned in 1908. The insurance policy covered "grain, grain sacks and stock." The insurance company claims that bran was not included in policy and Walker Grain Co. that the word "stock" in policy covered the bran.

Denison, Tex.—The Denison Mill & Eltr. Co. is erecting a 200,000-bu. transfer and cleaning eltr. here. It will contain a Marseilles Sheller, Eureka Cleaner, Eureka Clipper, two double stands of Nordyke & Marmon Rolls and a sifter for making cornmeal. Each machine will be operated independently, being driven direct by a General Electric Motor. It was planned by J. A. Horn.

Houston, Tex.—The Terminal Grain Co., whose letters were signed by one Schwartz, is no longer operating in Houston. Practically none of the grain men knew him. The party was using the name of Terminal Grain Co. absolutely without authority, as we are the only company of that name incorporated in this state, and we have absolutely no connection with this party.—W. W. Manning, pres. Terminal Grain Co., Ft. Worth.

Galveston, Tex.—We intend to build a small eltr. and warehouse, and put in larger machinery. We handle feed and hay of all kinds, and have machinery operated by electric motors for cleaning grain and manufacturing ground oats, cracked corn, meal, chicken feed, and several grades of mixed feeds. Last year we succeeded Stolz & Koehler, and the officers of the new company are: R. A. Stolz, pres.; J. P. Peterson, vice-pres., and E. G. Rosenthal, sec'y-treas.—Stolz & Peterson.

Ft. Worth, Tex.—Many of the local grain dealers will soon have offices in the Bewley bldg., to which two extra stories are being added. The grain exchange will post continuous quotations on the third floor. Chas. R. Champion and Geo. W. Burroughs already have offices in the building. The following have leased offices: Terminal Grn. Co., Dazey-Moore Grn. Co., Empire Grn. Co., Updike Grn. Co., Home Grn. Co. Julian Ivy Grn. Co., J. Rosenbaum Grn. Co., and Sec'y Gibbs of the Texas Grn. Dlr. Ass'n may join the colony.

Ft. Worth, Tex.—The new reinforced concrete eltr. of Werner Wilkens Co. is fast approaching completion. The eltr. will be 40x30x70 ft. high and the warehouse adjoining will be 80x48 with 7 ft. loading platform along track. It will contain 11 square bins. On the first floor are 2 double stands of 9x18 rolls, a receiving separation, an automatic separator and 4 bins. A 400-bus. clipper on the second floor and 3 meal reels on the top floor. It contains 5 legs, one receiving pit and power shovels. Power will be supplied by a 35-h.p. gasoline engine. Cars will be weighed before and after loading on a track scale. Mr. Wilkens will have his office at the eltr. B. J. Carrico has the contract.

UTAH.

American Forks, Utah.—Geo. H. Robinson has bot the plant of the Lehi Roller Mill & Eltr. Co., located between this city and Lehi, for \$10,000.

Salt Lake, Utah.—John K. Mullen of Denver, pres. and mgr. of the Colorado Milling & Eltr. Co., together with August Vogeler, a local seed and produce dealer, and R. E. Miller, sec'y and mgr. of the Intermountain Milling Co., will erect one of the largest eltr. and milling plants in the west.

WASHINGTON.

Mansfield, Wash.—The Mansfield Eltr. & Whse. Co. will equip its eltr. with two complete "Hall Special" eltr. legs.

Douglas, Wash.—F. J. Craine, who has been employed by the Seattle Grain Co. here, has been appointed manager of the company to succeed Charles Bean.

Olympia, Wash.—The state railroad commission has petitioned the court to modify its order in the grain inspection case to afford protection to a seller at the hands of a third party. The decision practically nullified the law.

Palouse, Wash.—The warehouses of the Farmers Educational & Co-operative Union, are now under the direction of E. E. Ingalls, who succeeded W. M. Gribble, resigned. The Union will erect a grain warehouse at Armstrong, and is negotiating for a house at Taley, while the leases have been renewed upon the Kerr-Gifford warehouses at Johnson, Busby, Pullman, Kitzmiller and Whalen for the present season.

Rosalia, Wash.—J. G. Hardesty sold all his warehouses at this point and at Donahues June 1 to J. H. Gerhart, formerly a grain buyer at Uniontown. Mr. Hardesty will devote his time exclusively to the drug business in which he has been engaged for nineteen years.

La Crosse, Wash.—C. J. Holst, postmaster and grain dealer at this point, has been appointed grain inspector to succeed S. C. Armstrong, who has resigned. R. J. Stevens, grain dealer of Spokane, had been offered the position, but declined. With the appointment of C. J. Holst, S. S. King, who had been Chief Deputy Grain Inspector for two administrations under Mr. Armstrong, also resigned because he believed that a grain inspector should be free to appoint the deputies he prefers and also because under the new inspection laws the fees would not be sufficient to pay the office force heretofore maintained.

WISCONSIN.

Wilson, Wis.—Richard Hoffman of Augusta, Wis., has taken charge of the grain eltr. and warehouse for D. O. McGuire.

Collins, Wis.—H. C. Timm & Co. have built a 30x24 foot addition to the warehouse which was purchased from the Western Eltr. Co. last Sept.—H. A. Allhiser, agt.

MILWAUKEE LETTER.

W. H. Osborne is about to retire, and has posted his membership for sale or transfer after thirty years on the Chamber of Commerce.

The Board of Directors, at a meeting held on May 10, adopted a resolution expressing a strong opposition to the federal inspection of grain, as contemplated by the bill before the House Committee on Agriculture, introduced by Representative Gronna.—H. A. Plum, sec'y Chamber of Commerce.

Milwaukee, Wis.—The directors of the Milwaukee Chamber of Commerce will re-arrange the trading quarters of the building and remove the blackboards to a better light.

Osceola, Wis.—The state railroad commission has ordered the Soo Line to refund \$178 overcharged the Osceola Mill & Eltr. Co. on 6 carloads of rye from Amery to Osceola.

Members admitted to the Chamber of Commerce during May, were: Otto A. Dittmer, John J. Murphy, Joseph Lers and M. E. McIntosh; memberships transferred: H. F. Stuewe, S. H. Woodbury, H. R. Bertuleit and L. D. Richardson.

Milwaukee received during May: Wheat, 206,660 bus.; corn, 248,600 bus.; oats, 687,650 bus.; barley, 705,500 bus.; rye, 69,870 bus.; flaxseed, 15,000 bus.; compared with the following receipts during May, 1909: Wheat, 352,700 bus.; corn, 271,700 bus.; oats, 589,500 bus.; barley, 263,900 bus.; rye, 45,000 bus.; flaxseed, 13,780 bus. Shipments from Milwaukee during May: Wheat 62,992 bus.; corn, 721,810 bus.; oats, 804,575 bus.; barley, 275,003 bus.; flaxseed, none, compared with the following shipments during May, 1909: Wheat, 104,030 bus.; corn, 534,150 bus.; oats, 244,852 bus.; barley, 238,985 bus.; rye, 38,444 bus.; flaxseed, none.—H. A. Plum, sec'y, Chamber of Commerce.

The wheat acreage of France is 16,127,000 acres, compared with 18,212,000 acres in 1908, and 16,227,000 acres in 1909, as officially reported.

The plant of the Planters Compress Co. of Boston at Pana, Ill., has been sold to James F. Umpleby, the grain and hay shipper, after standing idle so long its buildings were falling into decay. The company installed expensive machinery and for a time did a large export business in hay baled into what is known as the Lowry bale. The business afterwards proved a failure.

Officers and Directors of Oklahoma City Board of Trade.



C. V. Topping,

J. B. Norton.

R. H. Conyers, Substitute
for P. J. Mullen.

Sec'y Major Moberly.

Pres. R. H. Drennan.

Vice Pres. D. C. Kolp

[See Page 719, May 25, for Account of Oklahoma Board of Trade. Engraving Republished Herewith to give Names Correctly.]

NON-SIFTING SAMPLE ENVELOPES TULLAR ENVELOPE CO.

Successors to
HOWE ENVELOPE CO., Ltd.
67 Larned Street West, Detroit, Michigan



Cover's Dust Protector

Rubber Protector \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., South Bend, Ind.



RATS & MICE EXTERMINATED SCIENTIFICALLY

With RATITE. No Danger. No Odors
PASTEUR VACCINE CO., Ltd.
Room 862, 325 Dearborn St., Chicago, Ill

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Live weevil plus a little Fuma equals
dead ones every time.

Fumigate Your Elevators and Mills With

FUMA

The only satisfactory method of treating grain
in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR

Manufacturing Chemist Penn Yan, N. Y.

BINDER TWINE

Don't wait any longer.

Write now for right prices. Special proposition to Elevators.

We manufacture all grades; Sisal, Standard and Manila Twines.

Get our price on Transmission Rope.

PEORIA CORDAGE CO.
PEORIA, ILL.

NOT IN ANY TRUST

HONESTLY The King Buckhorn Machine

Will separate Buckhorn, Ripple and other foul seeds from Clover seed and Alfalfa.

We build machines in four sizes, all of which have the same standard of efficiency, but vary in capacity according to size. We will gladly offer you any assistance possible, in determining what the value of one of our machines will be to YOU.

We will send to you upon request our BOOK-LET which contains a full detailed description of all models, your inquiry shall have our prompt attention.

J. M. KING & SON

and LONDON CANADA NORTH VERNON, IND.

Bookkeeping for Country Stations.

BY UNCLE PEDRO.

One of the essentials in the grain business is system. Agents of line companies often think they are simply to buy grain, load it into a car and that is all. Many seem to think all the system needed is at the general office. While that is true in a measure, system is also needed at the station. Some agents say they don't know anything about bookkeeping. Imagine for a minute that the boss took a notion you were stealing or that there was something loose in your work. Have you your weights and accounts in such shape you could take them into court and clear yourself?

Suppose your weight book burned to-night, and half a dozen farmers, who had been hauling grain, came around for settlement, could you settle accurately? Have you given them tickets for each load so they can bring them in and you can settle with them in good shape and have the tickets to put in for adjustment when the insurance adjuster figures how much grain was in the house?

Suppose something would happen to the records of the company at the general office, are your records in such shape that you can show up your station from start to finish? Suppose a dishonest bookkeeper would co-operate with an agent in skinning the company as is sometimes done in banks. He would fix the books so that his partner, the agent, could knock down and an extra shortage be charged to the station. By and by would come an investigation. Are you in shape for it? You have reported the business on the Daily Reports, they will show. Did you ever think it would be easy to change a figure here and there in those reports after they left your hands? Have you a copy of every report, copied with carbon or cloth? Do you keep those copies carefully? Don't send in a Daily Report all scratched up; if you make a blunder, make out a new report. Have it right. Accuracy is the first step to system; next is neatness.

Suppose you were injured or became very sick and some one was called in to run your station, without any previous acquaintance with your books. Are they in such a shape that the new man can settle all the accounts and see what grain is on hand? Or are the accounts mixed up so that only you can handle them? Suppose some farmer has been hauling in wheat with the help of neighbors, and when he comes to settle he declares he has delivered 21 loads and you have only 20 loads to his credit, are your accounts in such shape that you can go over the deal with him, and have him go home satisfied that you are right, even tho he has delivered 21 loads? Some skylark of a hired man may have cashed in one load that the boss did not know anything about.

Suppose a man whom you knew was working for Mr. A. came in with wheat and had Mr. A.'s team and probably an order from Mr. A. to take a check for the load. You made out the check to the

new man so he could get the cash and the fellow skips the country. Mr. A. knows nothing about this load being cashed in. Are you in shape to show up the matter? In case the hired man asks for money, have either a written order from the owner of the wheat or send the check made out to Mr. A. Sometimes a son comes in with a load and at the same time the father telephones for us to give him the money. We have hardly any trouble about such things, but system will prevent confusion and disputes.

I remember once of a fellow going through the country, selling corn to elevator men. He would go into a grain office, ask the price of corn and claim he lived some distance over toward another town. He had a thousand bushels to sell and as you had offered a cent more than the buyer he usually dealt with, he would sign a written contract, draw ten or fifteen dollars and go to the next town, working two or three a day and then hike out.

A buyer never knows what will bob up nowadays, and the only profitable way is to have a safe system. The writer has been in the grain business for a number of years as agent for line houses, and had many experiences. We have advanced considerable money at different places, which I admit is poor policy. We never lost a dollar, but had a very close call once, when we advanced considerable money to a fellow who was farming a big acreage of corn. We had advanced him money at different times, taking a written contract specifying that a certain amount of corn was to be delivered at a certain time and sold to us at the market price. We paid 10c a bushel on the face of the contract. When the time for the corn to come in arrived it did not come, only an odd load now and then. Finally we began to investigate, and found the corn was mortgaged for all it was worth. The farmer was afraid to haul to us, for fear of the other fellows and he did not know which way to move. Going to the place one morning bright and early with eleven teams we moved the corn before the mortgagee knew anything about it. We came out whole.

Competition drives us to do things that we ought not to do, and often agents get too anxious to get the grain, thinking that will be a star in their crown. We must get down to more conservative business methods and stick to them. System is just as essential in the grain business as in a bank. We use the duplicating weight ticket book, and give each hauler a ticket. The duplicating gives us a copy of every ticket we hand out. Some may complain that the book is rather bungle-some after a few pages are used, as the yellow or duplicated pages are in the road. We cut them out as fast as used and file them on a hook. It is necessary that you have a counter book, to use in case of patrons who have several loads. In case a man comes in with a single load we do not put it on the counter book at all, but figure it from the ticket and give him the original ticket, keeping the duplicate. We make out a check for him and at the same time lay a sheet of paper with carbon the size of our check book, under the checks and thus take a duplicate of the written check. We file these sheets as fast as filled and can tell exactly what we have written on every check, or if it is altered in any way.

In case of several loads to enter in the counter book, don't just put down the number of bushels, put down all the weights, from your ticket book. And add

up each of the columns, so you are sure you are right, thus,

March 1, 1910.				
Aaron Rolland,				
Wheat 95c.				
Load.	Gross.	Tare.	Net.	Bushels.
1	4,830	1,250	3,580	59.40
2	4,910	1,310	3,600	60
3	4,580	1,200	3,380	56.20
4	4,340	1,160	3,180	53
	18,660	4,920	13,740	229.
	4,920			
13,740 ÷ 60 (lbs. per bu.) makes 229 bu. 95c				
1145				
2061				
\$217.55				

Check No. 173 for \$217.55 issued March 2, 1910, settles above amount.

In adding your figures get all to come out so that the difference between the gross and the tare columns agrees with the net pounds column. Then you are quite sure of being right.

If you have not a Bushel Value book at hand adopt the 100-lb. rule for proving your work. For instance, the above price is 5c per bushel less than a dollar a bushel. If the price was \$1 a bushel it would be even \$229. But at a discount of 5c per bu. on 229 bu. we have \$11.45 less than \$229 which, after subtracting, we have \$217.55. Another way: Take the \$217.55 and divide it by the price per bu.—95c, and if it gives the number of bushels you are right.

Odebolt, the Popcorn Center.

The little town of Odebolt, Iowa, with a population of 1,600, claims the title of the popcorn center of the world. That 15,000,000 pounds of popcorn is raised within 15 miles of town, is probably the result of a small beginning made years ago by A. H. W. Reuber, when he rented 25 acres of land and set it out in popcorn. Since that time Mr. Reuber has acquired more land, and when his neighbors began raising the product, he bought their crops, and now he is known as the popcorn king.

A short time ago popcorn was introduced for the first time in Europe, and now the world's demand is increasing with such rapidity upon the supply, that there must soon be an increase in the production of the product. One man near Odebolt received \$3,780 for his crop raised upon a 40 acre plot, but the average profit, after the expenses are deducted, is about \$50 per acre.

Germany has a soil particularly suited for oats and big crops of German oats are shipped to England every year. Germany grants to an exporter of oats a drawback certificate for the amount of duty corresponding to the amount of oats shipped, which is accepted in payment of duty on imported cereals of all kinds, as well as on coffee and petroleum. This equals a bounty of 60 cents per 112 pounds, and is encouraging the growing of oats in Germany.

The Great Western Cereal Co. on June 2, reported the gross business for the fiscal year ended April 30, 1910, as the largest in the history of the company. There was paid in dividends \$40,000, while the net income for the year was \$138,401. The company has an annual milling capacity of 12,000,000 bus. of grain, and the plants are declared to be at the highest point of efficiency. The gross profit last year per bus. of grain milled was 11.65 cents, compared with 7.80 cents the preceding year. The gross sales for the past fiscal year were \$5,659,234, against \$5,109,933 for the preceding fiscal year.

Grain Carriers

The Santa Fe has ordered 5,000 box cars.

The Harriman lines have recently ordered 12,440 freight cars, of which 5,750 are box.

Survey has begun on a line of the Grand Trunk Pacific from Weyburn, Sask., to Crosby, N. D.

The Northern Pacific will extend its Sunnyside branch from Grandview to a point on the main line below Prosser, Wash.

An extension of the period of marine insurance from Nov. 30 to Dec. 5 will be requested by grain shippers at the head of Lake Superior.

Western lines have appointed a committee of 5 to revise the milling in transit regulations to bring them into conformity with the late ruling by the Interstate Commerce Commission.

The Canadian route for export will be helped by the reduction at Port Colborne, Ont., in the elevator charge from $\frac{1}{2}$ to $\frac{3}{8}$ cent for trans-shipment and the extension of free storage with insurance from 10 to 15 days.

Comparative rates on wheat and flour from Minneapolis to Buffalo were considered for the third time June 2 by the Interstate Commerce Commission at the hearing held at Washington in the Jenison case.

The allowance of 24 hours free time instead of 12 for diversion at reconsigning points will become effective June 15, all of the trunk lines and roads in the General Freight Ass'n having agreed. The old charge of \$2 per car has not been rescinded. It will not be imposed until after 24 hours.

The Interstate Commerce Commission was upheld by the United States Supreme Court May 31 in the Missouri River rate case, ordering a reduction in thru rates from the Atlantic seaboard. In complying with the order of the Commission the carriers must reduce other thru rates to prevent discrimination against other localities.

Responsibility for routing rests on a connecting carrier receiving a shipment without instructions and failing to ask for directions. The Interstate Commerce Commission has just decided in the case of the Iron Range and the Omaha Roads that the road so assuming to route must accept the liability for increased charges that may result from failure to route correctly.

The Stevens bill prescribing a form for the shippers' order B/L passed the House of Representatives June 6. The bill provides for a liability of the carrier upon bills signed by its agent, altho the goods have not been received in whole or in part; it provides for a liability of the negligence of the carrier upon order Bs/L where the goods have been delivered and the bill left outstanding; it provides that altered bills without authority shall be good for their original tenor; and (4) it requires the printing of "order of" on order bills, the omission of the words "not negotiable" from such bills and the stamping upon straight bills of the words "not negotiable," and provides a liability in damages to any one suffering from a violation of these provisions.

A meeting of the Kansas millers and general freight agents of railroads operating in the state of Kansas, was held in Kansas City on May 24 for the purpose of discussing informally the recent ruling of the Interstate Commerce Commission regarding milling-in-transit. The question regarding the substitution of local, or wagon wheat, for transit wheat, so as to impair the thru rate, was taken up with a discussion of how a tariff could be formulated to prevent this abuse of the law. The violation of the spirit of the ruling in not dividing the product of wheat into its separate proportions in the tonnage accounts was also actively gone over. To go to Washington and follow the subject thru future conferences the millers appointed a committee consisting of George H. Hunter, Wellington; Henry Lassen, Wichita; F. D. Stevens, Wichita; Fred D. Larabee, Hutchinson; Emmett Hoffman, Enterprise and Geo. T. Wooley, Salina. Oklahoma millers will be represented by D. J. Donohoe, Ponca City, and C. V. Topping, Oklahoma City.

The administration railroad bill passed the senate June 3 by a vote of 50 to 12. It establishes a court of commerce to consider appeals from the Interstate Commerce Commission. Charges for short hauls must not exceed those for long hauls except with approval of the Interstate Commission. On its own initiative the Commission may prescribe a rate, classification, regulation or practice. New rates may be suspended by the Commission. The burden of proof that new rates are reasonable is placed upon the carriers. Where a shipper performs any service the Commission may determine the maximum allowance he may receive. Telegraph and telephone companies are brot within the interstate commerce act. Railroads are required to furnish upon application by a shipper a statement of the rate upon a contemplated shipment. Incorrect quotation of rates is penalized. Shippers are given right to route freight. Pooling is prohibited.

Evidence of Weight.

The Dan Joseph Co., of Columbus, Ga., was granted reparation May 2 on account of a charge for overweight by the Central of Georgia Ry.

Witness for complainant testified that the car, C. & E. I. 60665, was weighed thru the automatic scales of the complainant at its warehouse and found to contain 47,000 lbs.; that in addition to the scale record the sacks were counted on the floor of the warehouse and counted again on being reloaded for delivery, and that there were 294 sacks, each sack weighing 160 lbs.

The Interstate Commerce Commission found that the minimum weight applicable east of Memphis is 24,000 lbs. and that the rate of 20c should have been assessed on the basis of 47,000 lbs. instead of 60,000 charged. As the car had a minimum capacity of 54,000 under the tariff of the originating line at Elk City, Okla., the Commission awarded reparation against the Rock Island as well for an overcharge, on 6,000 lbs., the reparation on the movement from Elk City to Memphis being \$12 and from Memphis to Columbus, \$26.

Holders of cash wheat are advised to take such premiums as are offered, replacing the sale with a purchase of July or September. The argument is that the present premiums are liberal and an advance if any will be in the futures.

The ELLIS Cold Air Drier and Conditioners

Are acknowledged by the largest handlers of cash grain in the Chicago market to be the most satisfactory machine ever invented to condition and dry grain.

In one plant alone our 4-30 Conditioner occupying a space in the elevator of 7 feet x 12 feet x 34 feet high averages 45,000 bushels every 24 hours.

Don't you want that kind of protection?

THE
ELLIS DRIER
CO.

Postal Telegraph
Building
CHICAGO

Seeds

Growing clover looks goods.—Frank Morman, Toledo, O.

The Ohio Department of Agri. on June 8 reported the prospect for clover as 89% and for timothy as 83%.

May receipts of seeds at Toledo aggregated 515 bags, against 3,128 bags a year ago; and shipments 191 bags, against 2,086 bags in May, 1909.

The demand for seed corn during June in some parts of the country is as great as during the earlier months put together, on account of the backward May and re-planting.

Seed corn is selling like hot cakes in Iowa. A dealer at Creston received 80 bus. by express one night and the last bushel was sold before 10 o'clock next morning at \$4 per bu.

Columbia, Mo., June 5.—The condition of the old clover crop is placed at 73.6; new clover crop, 83.6; alfalfa, 84.6; timothy, 79.7; flax, 86.4.—T. C. Wilson, sec'y Missouri State Board of Agriculture.

I think they have the prices too high on the coming crop of clover. The prospects point to a big hay crop the way I figure, but of course the seed is an uncertain thing.—Geo. A. Kreagloh, Toledo, O.

Rates on seeds from points in Missouri, Kansas, Iowa and Nebraska to points in Illinois, Wisconsin and Minnesota are quoted by the Chicago, Milwaukee & St. Paul in tariff I. C. C. No. B2155, effective July 1.

James L. Reid, the famous seed corn man and originator of Reid's yellow dent corn, died at his home near East Lynn, Ill., on June 1. Mr. Reid was about 65 years of age, and is survived by his wife and two children.

Receipts of seeds at Peoria, Ill., during May were 150,000 lbs. against 30,000 lbs. in May, 1909. Shipments were 150,000 lbs. of seeds against none in May last year, as reported by John R. Lofgren, sec'y Peoria Board of Trade.

Baltimore received during May 503 bus. clover seed and no timothy seed; none of either received in May of last year. Of timothy seed 820 bus. were exported in May against 1,014 shipped in May, 1909.—James B. Hessong, sec'y Baltimore Chamber of Commerce.

Seeding wheat with small v. large kernels and with heavy v. light grains has been tried in 8 different states, and Professor G. I. Christie, at a meeting of millers in Indianapolis recently, showed an average gain of 3.6 bus. per acre for the large compared with the small seed; and of 4.1 bus. per acre for the heavy, compared with the light seed.

The program for the annual convention of the American Seed Trade Ass'n to be held at Atlantic City June 21-23 should appeal to members interested in the welfare of the seed trade and who are desirous of keeping pace with the latest developments. Sec'y C. E. Kendel of Cleveland, O., has given notice that an amendment will be offered to the by-laws raising the dues to \$20. The committee on membership is composed of Albert McCullough, Cincinnati, O., E. L. Page, Greene, N. Y., and J. C. Vaughan, Chicago, Ill.

The clover looks good and if nothing happens before harvest we will have a big crop. It ought to bring \$6.00 this year. The conditions of marketing have changed and today the farmer brings in a sample, leaves it with instructions to let him know when the price is right. Formerly he would bring in a load, get each one's price and sell that day. Clover seed is good after 3 years; in fact, I have known it to be good after 7 years.—J. A. Smith, Toledo, O.

Cincinnati received during May 1,369 bags of clover seed, 102 bags of timothy seed and 6,938 bags of other grass seeds; against 937 bags of clover seed, 348 bags of timothy seed and 5,040 bags of other grass seeds, received in May, 1909. Shipments during May were 1,951 bags of clover seed, 1,513 bags of timothy seed and 6,541 bags of other grass seeds; against 3,620 bags of clover seed, 4,753 bags of timothy seed and 7,951 bags of other grass seeds, shipped in May, 1909.

County Horticultural Commissioner F. R. M. Bloomer recently quarantined 25 sacks of alfalfa seed received by Wood, Curtis & Co., at Sacramento, from E. B. Stowe of Stockton, Cal. The seed is said to be infested with a small fly which has eaten out the interior of the kernels. Most of the sacks of seed fairly teem with the fly. The shipment is said to have originated in Tulare county. It is proposed to destroy the infested seed, which is now stored in the old Pioneer Mills.

If a man is making a business of growing clover for seed and his crop is winter killed, can he plant his seed in the spring and get a crop of seed that same year? We have found this question answered in the affirmative in a large number of cases. At Hiawatha, Kan., I found a man who in the fall secured an average of three bushels an acre off 160 acres from seed sown in the spring. This man was warned by his neighbors not to let this clover go to seed the fall of the first year lest it die out and furnish him no hay the next season. He not only got a good seed crop, however, that fall but next year still had a perfect stand of clover over the whole area and again cut the crop for seed next fall.—Professor C. B. Smith of Bureau of Plant Industry, U. S. Dept. of Agri.

Program Seed Dealers' Convention

The American Seed Trade Ass'n will hold its 28th annual convention at the Hotel Strand, Atlantic City, N. J., June 21-22-23.

The order of business is: Report of sec'y; report of treas.; election of members; reports of committees; reading of communications; unfinished business; new business; general discussion; annual election and installation of officers.

TUESDAY, JUNE 21, 10 A. M.

Recent Science in Plant and Animal Breeding, by Hon. W. M. Hays, ass't sec'y of agri., Washington, D. C.

Methods and Apparatus for Seed Testing by Seed Merchants, by Geo. H. Clark, seed commissioner, Dominion Dept. of Agri., Ottawa, Ont.

The Spencer Type of Sweet Peas, by W. Atlee Burpee, Philadelphia, Pa.

State Legislation, Present and Future, by Professor Chas. D. Woods, Orono, Me.

Advancement and Protection of the Interests of the Seed Trade, by Curtis Nye Smith, counsel for the American Seed Trade Ass'n, Boston, Mass.

Past, Present and Prospective of the

Seed Trade of America, by Francis Brill, Hempstead, N. Y.

VISIT TO FORDHOOK FARMS.

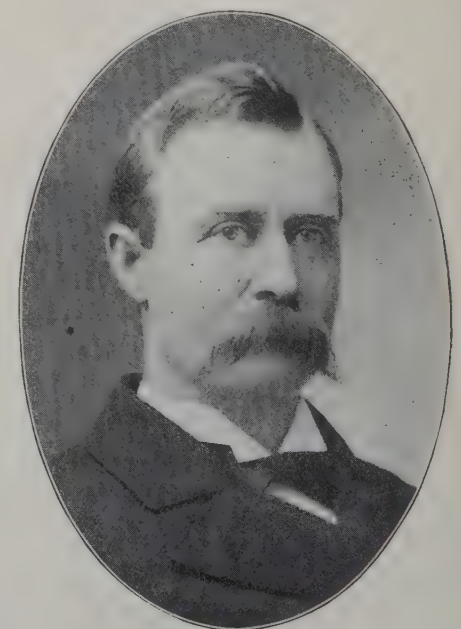
All members and their families are cordially invited to spend Friday at Fordhook Farms. Special trains will stop at the entrance and luncheon will be served at 1 o'clock. Mr. Burpee and Mr. Earl will be back from California in time to welcome their guests.

E. P. Nelson Dead.

Ernest P. Nelson, traveling superintendent of the elevators of the Norris Grain & Elevator Co., with headquarters at Winnipeg, was so badly injured in an explosion in an elevator at Carmangay, Alta., May 12, that he died in a hospital there May 20. He had gone to that point to inspect an elevator. While in the pit underneath a defective boiler something went wrong with the engine elevating wheat. An explosion followed and he was badly scalded. His body was taken to Hallock, Minn., for interment. He is survived by his wife, two children, and his father, John G. Nelson.

Mr. Nelson was born in Minnesota in 1863 and spent his life in the grain and elevator business. A product of the farm, his education was gained in the common schools and thru the efficient training of hard work. He became identified with the grain business in Minneapolis, was a manager for the North Dakota Grain Co. of Superior, Wis., and deputy weighmaster at Duluth. About 15 years ago when the Minnesota state department weighed grain at Superior, he was chief weighmaster of that branch. While superintendent for the Duluth Elevator Co. at Willmar, Minn., he was appointed chief weighmaster by the Wisconsin Grain & Warehouse Commission, at Superior, Wis. He began those duties Jan. 1, 1908, and while he served in that capacity but five months he is credited with being largely instrumental in making the weighing system of Wisconsin effective.

Industrious, dependable and efficient thru painstaking endeavor, Mr. Nelson won the respect and confidence of his employees and of the grain and elevator interests he ably served. A portrait of Mr. Nelson is reproduced in the engraving herewith.



E. P. Nelson, Winnipeg; Deceased.

Feedstuffs

The annual meeting of the Interstate Cottonseed Crushers Ass'n held at Little Rock, Ark., in this city during the last week in May, was attended by 500 delegates.

The new alfalfa meal grades, rules and weights adopted by the Kansas City Board of Trade have been published in a neat leaflet and distributed by Sec'y E. D. Bigelow.

Notices of judgment, Nos. 314, 217 and 322, were issued May 26 by the U. S. Dept. of Agri. in the cases of Globe Elevator Co., Buffalo, N. Y.; King Cereal & Mfg. Co., Chicago, Ill., and Guthrie & Co., Superior, Neb., respectively. The Globe Flour Middlings sold by the first named are alleged to have been adulterated with 10 per cent of ground corn cobs. A sample of Guthrie & Co.'s "Corn Alfalfa Horse Feed" was misbranded, being short the valuable ingredients and containing excess of fiber.

Annual Convention of American Feed Mfrs. Ass'n.

The second annual convention of the American Feed Manufacturers Ass'n was called to order at Milwaukee May 26 by Pres. J. H. Genung, with over 30 present.

Addresses of welcome were delivered by Frank Cannon, sec'y of the Citizens Business League, and Mayor Seidel.

In his opening address Pres. Genung called attention to the advantages gained by an organization of feed manufacturers, and advocated that the Ass'n should have a voice in the bill which will probably be presented to congress bearing upon the uniform feed law.

Sec'y W. R. Anderson: I am glad to report a satisfactory increase in membership and feel that a vigorous campaign from now on and in which all of our members should join, will largely increase the present membership, which is 74, classified as follows: Alfalfa feeds, 18; flour millers, 17; corn and oat feeds, 15; molasses feeds, 9; hominy feed, 3; poultry feed, 3; cottonseed feeds, 3; linseed feeds, 2; brewers' and distilled grains, 2; packing house products, 1; sugar beet pulp, 1; total, 74. Your secretary has personally called upon several of the state officials in the interest of the ass'n and I am pleased to note a different attitude in interpreting the laws of their respective states, and am also glad to say that there has been less cause for complaint by the feed control officials during the past year than was the case in the previous year. This is also true as far as the United States Department of Agriculture is concerned.

G. A. Chapman, chairman of the legislative and uniform feed law committee: Your legislative committee, after one year's effort, has not succeeded in straightening out the tangle, they have not succeeded in having all of those unjust and unreasonable laws abrogated, they have not even had a single state chemist hung for carelessness in analyzing samples, or a state inspector imprisoned for life because he took a sample off from the top of a single sack instead of going to the center of several bags for his type sample. While you have not seen great results from the labors of your

legislative committee, yet I feel a great deal has been done, a splendid start has been made.

H. P. Wilkins, chemist of the ass'n: I think when an inspector takes a feed sample, instead of quartering that sample and keeping one for his own test, that it should be ground immediately and divided afterwards. For instance, a moist molasses feed is the best illustration on that point. On account of the moisture, the man that gets a bag of molasses feed will have lower protein. If you will grind this to an impalpable powder according to a certain meshed screen to put it through, so that every particle will be evenly distributed, your analysis will be more satisfactory. They should never make an analysis except on the basis of dry substance on account of your fluctuations in moisture.

Bryan Haywood: I want to say one word for the alfalfa millers. The alfalfa miller is not, as is popularly supposed, a multi-millionaire, he has not the world by the tail, as a rule. Of course, there are exceptions. Mr. Wilson and I, and every other alfalfa miller, are up against the same proposition. We have to buy a class of goods which has no standardization today. There is no method of standardization as there is in getting grain. We buy from the farmer his entire crop of hay. Each one of these cuttings has a different color, each one of a different proteid. We grind these cuttings under various weather conditions, and are doing a fairly large business, and we find that it is impossible for us to go over the country and pick out a stack here and there that maintains an equal color. All we can do in buying our hay is to avoid buying bleached hay, and when different colors appear in a sack, just simply to say he cannot do any better.

The visiting delegates were entertained at a banquet at the Milwaukee Press Club Thursday evening by Sec'y Warren R. Anderson.

The next annual convention will be held in Indianapolis in May, 1911. The election of the officers for the ensuing year resulted as follows:

Pres., J. H. Genung; first vice-pres., G. A. Chapman; second vice-pres., H. A. Abbott; third vice-pres., W. A. Reynolds; treas., J. W. Young; sec'y, W. R. Anderson. J. C. Reid, of St. Louis, was elected chairman of the executive committee. Legislative committee: W. C. Johnson, Memphis, Tenn.; W. E. Savage, Toledo, O.; J. H. Genung, G. A. Chapman, Chicago; J. W. Young, Chicago; W. R. Anderson, J. C. Reid.

The United States markets are still well above an export parity and seeing that the new crop promises to be a satisfactory one, as regards quantity at least and that the "carry-over" of the old wheat next July will be at least 40 million bus. bigger than the "carry-over" of last July, one is left wondering what motives can be actuating the Chicago speculator. Our American cousins are truly wonderful operators often attempting successfully, "deals" at which even the greatest European merchants would boggle, but surely not even an Armour, Patten or a Leiter would think of holding above an export parity the American wheat crop during the whole of next autumn, so that it may be taken as a foregone conclusion that either Chicago autumn quotations will have to come down ten cents a bushel, or that Liverpool will have to rise by an equivalent amount.—*Corn Trade News, Liverpool.*

Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

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The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

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Supreme Court Decisions

Sale by Sample.—On a sale by sample, retention of the goods after inspection, or even after knowledge of defects, will not bar an action for breach of warranty.—*Larrowe Milling Co. v. Lyons Beet Sugar Refining Co.* Supreme Court of New York. 122 N. Y. Supp. 567.

Shipper Has Right to Route.—A shipper has the right to designate the route by which his goods shall be carried by the different railroads over which they are destined to pass.—*Thompson v. Missouri, K. & T. Ry. Co. of Texas.* Supreme Court of Texas. 126 S. W. 257.

Prepaid Messages Sent Collect.—Where a telegraph company receives payment for the transmission of messages, but sends the messages collect, and damage proximately results therefrom, a recovery may be had as in other cases ex delicto.—*Hall v. Western Union Telegraph Co.* Supreme Court of Florida. 51 South. 819.

Mutual Insurance.—Limitations begin to run against the right of action by the receiver of an insolvent mutual fire insurance company to recover an assessment from the date of the assessment, and not from the date of the appointment of the receiver.—*Nichol v. Newman.* Supreme Court of Michigan. 125 N. W. 760.

Purchaser's Option Under Sale by Sample.—A purchaser of goods by sample has the option when the goods prove unequal to the sample to return them or offer to return them, and sue for the price already paid, or to keep them and sue for his damages for the breach of warranty.—*Larrowe Milling Co. v. Lyons Beet Sugar Refining Co.* Supreme Court of New York. 122 N. Y. Supp. 567.

Consignee's Suit Against Carrier.—One who was required by a carrier to pay freight on goods represented in the B/L to be of a specified quality, and who was responsible for the goods, was properly considered as consignee for value or as one who had incurred liability as consignee, authorizing him to sue for any shortage.—*Thomas v. Atlantic Coast Line R. Co.* Supreme Court of South Carolina. 67 S. E. 908.

Connecting Carriers.—Act Cong. June 29, 1906, c. 3591, Sec. 7, 34 Stat. 595 (U. S. Comp. St. Supp. 1909, p. 1166), imposing on initial carrier liability for damage by connecting carriers, applies to every carrier receiving property for transportation to a point in another state, though its own line may lie wholly within the state of the place of shipment.—*Shultz v. Skaneateles R. Co.* Supreme Court of New York. 122 N. Y. Supp. 445.

Reasonableness of Rate for Interstate Commission.—Under the interstate commerce act (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]) a court has not the power, in the first instance, to inquire into the reasonableness of a rate regularly established by a carrier and filed with the Interstate Commerce Commission and published, but whether or not a rate is reasonable is, in the first instance, for the Commission.—*Great Northern Ry. Co. v. Loonan Lumber Co.* Supreme Court of South Dakota. 125 N. W. 644.

Failure to Furnish Cars.—Under Rev. St. 1895, arts. 4497, 4499, requiring carriers to furnish shippers cars on demand, and providing when the owner, owners, or managers of any freight, shall make application, etc., and in case the cars shall not be furnished the railroad company shall forfeit to the party or parties, so applying for them, the sum of \$25 per day, that one making a demand for cars is only part owner of the freight to be shipped will not prevent him suing for the penalty.—*Texas & P. Ry. Co. v. Taylor.* Supreme Court of Texas. 126 S. W. 1117.

Buyer's Failure to Give Shipping Directions.—Where a seller in a contract of sale binding him to load the goods on cars at his expense on receiving shipping directions did not receive a letter of the buyer giving directions and subsequently wrote for advice, and the buyer, who receiving the letter, failed to give directions, the buyer was in default.—*Laswell v. National Handle Co.* St. Louis Court of Appeals, Missouri. 126 S. W. 969.

Duty to Furnish Cars.—Where the usual course of business has been for a railway company to furnish cars at a warehouse maintained by a shipper, the shipper has the right to demand cars for its use, giving reasonable notice of its requirements; and, if loss results because of a wrongful refusal or neglect to furnish the cars, the shipper may recover.—*Richey & Gilbert Co. v. Northern Pac. Ry. Co.* Supreme Court of Minnesota. 125 N. W. 897.

Stopping in Transit.—The service contemplated by rule 15A of the Railroad Commissioners of this state, the stopping of a commodity in transit for the purpose of treatment, is in the nature of a special privilege, which the carrier may concede, but which the shipper cannot, in the present state of the law, demand as a matter of lawful right.—*State ex rel. Burr, Railroad Comrs. v. Atlantic Coast Line R. Co.* Supreme Court of Florida. 52 South. 4.

Landlord and Tenant.—The landlord cannot acquire title to the crops grown on the rented land simply by taking possession of them. He therefore cannot, by his own act, without the consent of the tenant, acquire such title to the crops grown on the rented premises as to support an indictment for larceny against the tenant for taking and carrying away the crop. *Neal v. Smith*, 123 Ga. 26, 50 S. E. 922; *Hall v. McGaughey*, 114 Ga. 405, 40 S. E. 246.—*Teel v. State.* Court of Appeals of Georgia. 67 S. E. 699.

Obligation to Deliver Message by Telephone.—A telegraph company having a telephone in its office that will connect with the addressee of an important message, received at night, must exercise reasonable diligence to deliver the message over the telephone, or notify the addressee that it has a telegram at its office, and the fact that it has established reasonable hours of service by messengers does not relieve it from the duty of using the telephone when its messengers are absent.—*Western Union Telegraph Co. v. Price.* Court of Appeals of Kentucky.

Change of Routing by Carrier.—Where a shipper at a station having no freight agent leaves car loads of lumber to be shipped, with directions that they be routed over a specified connecting line, and the conductor taking up the cars, at the instance of the company, disregards the instructions, and leaves B/L routed over a different connecting line, there is no waiver of right to insist that the change in routing was an unjust discrimination, under Rev. St. 1895, arts. 4574, 4575, by accepting the B/L as so left.—*Thompson v. Missouri, K. & T. Ry. Co. of Texas.* Supreme Court of Texas. 126 S. W. 257.

Long and Short Haul.—Interstate Commerce Act (Act, Feb. 4, 1887, c. 104, 24 Stat. 380 [U. S. Comp. St. 1901, p. 3155]) § 4, makes it unlawful for a carrier to charge greater compensation for a shorter than for a longer haul, under substantially similar circumstances, except that upon application to the Commerce Commission a carrier may, in special cases, be authorized to charge less for longer than for shorter distances, and the Commission may from time to time relieve such carrier from the operation of the section. Held, in an action by a carrier to recover a greater rate for a shorter than for a longer haul, an answer alleging there existed no reason, by way of the peculiar geographical position, competition, or trade or other conditions why a greater charge should be made for the shorter haul, stated facts showing that the rate was illegal and not recoverable.—*Great Northern Ry. Co. v. Loonan Lumber Co.* Supreme Court of South Dakota. 125 N. W. 644.

Stoppage in Transit.—Where the carrier, on being told by the shipper that he feared the consignee's insolvency, and on request to stop the goods in transit, promised to stop them upon the shipper surrendering the B/L with a signed order to stop the goods indorsed thereon, and afterwards told him that the goods had been stopped, it was estopped from thereafter denying the shipper's right to stop the shipment on the ground of want of proof of insolvency, or of knowledge by the shipper thereof, when he directed the goods to be stopped.—*Seigfried v. Chicago, B. & Q. R. Co.* St. Louis Court of Appeals, Missouri. 126 S. W. 798.

Consignor's Suit Against Carrier.—Where the consignor makes the contract of shipment with the carrier, he may bring an action for failure to deliver the goods to the consignee, although the title to the property may be in the consignee. *Atlantic Coast Line Ry. Co. v. Meinhard*, 66 S. E. 897. The contract of carriage having been made with the consignor, he would have the right to sue for its breach. The recovery would inure to the benefit of the real owner. *Southern Ry. Co. v. Johnson*, 2 Ga. App. 36, 58 S. E. 333; *Carter v. Southern Ry. Co.*, 111 Ga. 38, 36 S. E. 308, 50 L. R. A. 354, and cases cited.—*Southern Ry. Co. v. Maddox.* Court of Appeals of Georgia. 67 S. E. 838.

Customer's Recovery for Unauthorized Sale.—If a broker's customer has paid for securities purchased through the broker and owes the broker nothing for commissions or for carrying them, he may recover from the broker, in case of the latter's unauthorized sale of the securities, their full value, to be ascertained by the highest price the securities attained during a reasonable time after knowledge of the sale, regardless of the price obtained for them by the broker; unless such amount has been paid over to the customer, in which event the recovery is limited to the balance for which the broker had not accounted.—*Barber v. Ellingwood.* Supreme Court of New York. 122 N. Y. Supp. 369.

Connecting Carriers.—Hepburn Act, June 29, 1906, c. 3591, 34 Stat. 584 (U. S. Comp. St. Supp. 1909, p. 1149), amending Interstate Commerce Act Feb. 4, 1887, c. 104, 24 Stat. 379 (U. S. Comp. St. 1901, p. 3154), requires any common carrier receiving property for transportation between points in different states to issue B/L therefor, and makes it liable to the holder thereof for any loss of such property caused by it, or by any common carrier to which such property may be delivered, or over whose lines it may pass. It is provided that nothing in the section shall deprive the holder of a B/L of any remedy under existing laws, and also that the common carrier issuing such B/L may recover from the carrier on whose line the loss occurred such loss as it may be required to pay the owners. Held, that the holder of a B/L was not bound to sue the initial carrier, but might sue directly an intermediate carrier for loss of or damage to goods on its line.—*St. Louis Southwestern Ry. Co. of Texas v. Ray.* Court of Civil Appeals of Texas. 127 S. W. 281.

Speculative Transactions.—Rev. St. 1899, § 2337 (Ann. St. 1906, p. 1444), prohibits and declares unlawful all purchases and sales, or contracts for the purchase and sale, of stocks and bonds, etc., either on margin or otherwise, without any intention of receiving and paying for the property bought, or of delivering the property sold, and imposes a fine for violating the section; section 2338 (page 1445) provides that the offense so defined shall be complete against any person, etc., pretending or offering to sell or buy, whether or not the offer is accepted; and section 2342 (page 1446) makes all contracts made in violation of the preceding sections gambling transactions and void. Held, that the intent of either party to a contract to speculate in stock contrary to the statute voids the contract, though the other party did not intend to gamble or know that the one so intending intended to do so; each party being responsible for the unlawful intent of the other.—*Atwater v. A. G. Edwards & Sons Brokerage Co.* St. Louis Court of Appeals, Missouri. 126 S. W. 823.

Supply Trade

F. M. Smith of Huntley Mfg. Co., says: "Business so far this year shows 15% increase over same period last year."

Chicago Callers: N. S. Webster, Sec'y Avery Scale Co., North Milwaukee, Wis.; Max Hurd, Mgr. Union Iron Works, Decatur.

Praise is pleasant but give us a little honest criticism. Long life to the friendly knocker and may his hammer never shrink.

Balata Belting is a new product made from balata, a substance similar to gutta-percha, obtained from the "Bully tree," which grows in the Guianas and Venezuela.

The National Automatic Scale Co., Bloomington, Ill., has closed a contract with the Harper Construction Co., of Winnipeg, Man., to handle its scales in that territory.

A recent letter from the Brown Clutch Co., Sandusky, O., is full of business boom; it says: "We are doing three times the business we did a year ago and the outlook is very bright."

Western Improvement Co., Minot, N. D., is successor to L. T. Stromswold & Co. This is simply a new corporate name taken by the old partners and the management remains the same.

Spending an advertising appropriation and borrowing money are the two easiest things in the world, if done thoughtlessly. Getting results and paying back come just as hard in each instance.—Seth Brown.

The Arrow Conductor & Mfg Co., Chicago, Ill., has secured the contract to install the Arrow System of Lightning protection for the 200 ft. chimney of the Companie de Gas y Electricidad De Habana's new plant at Havana, Cuba.

P. H. Pelkey Construction Co., Wichita, Kans., has recently moved its office to 115 No. Emporia St., where it carries a full line of Gutta Percha Mfg. Co.'s rubber belting and will have on display a Gasoline Engine and Richardson Automatic Scale.

Hall Distributor Co., Omaha, Neb., has recently supplied the W. J. Savage Co., York Foundry & Engine Works, the Union Works and the Pelkey Construction Co. with its devices to be installed in elevators for which these concerns are furnishing the machinery equipment.

The Associated Transmission Machinery Manufacturers of America held their semi-annual meeting at the Waldorf-Astoria, New York, May 19, 1910. This association is undertaking the standardization of transmission devices, railroad rates and similar mutual subjects. F. C. Caldwell of H. W. Caldwell & Sons Co., Chicago, is president and C. C. Hanch of Nordyke & Marmon Co., Indianapolis, Ind., is secretary.

Philip Smith Mfg. Co., Sidney, O., writes us in reference to its warehouse at Enterprise, Kan., as follows: "Our trade in that territory has increased to such an extent that we were compelled to make these arrangements to supply the trade better by giving them quicker service. We are also pleased to report that our business this year has increased over any other previous year and the month of

May will be the largest in our history. Our greatest difficulty has been to secure labor altho we have advanced the price from ten to twenty per cent."

Meaning of Milling in Transit Ruling.

W. M. Hopkins, manager of the Transportation Department of the Chicago Board of Trade, has made an analysis of the decision by the Interstate Commerce Commission, published on pages 720 and 721 of the Journal for May 25, as follows:

1. The Commission does not condemn the application of a thru rate to a thru shipment that is held in transit for a certain period of time.

2. The identity of such commodity is not required to be preserved during the time it is held in transit.

3. The Commission does not condemn the practice of mixing, blending or substitution (I use these three terms as being synonymous in effect) of grain as commercial transactions when the integrity of the thru rate is not impaired thereby.

The ruling of the Commission requires that:

1. When a commodity that has been held in transit, the identity of which has been preserved, is forwarded from the transit point, the rate applied shall be such as will maintain the thru rate from the original point of shipment to final destination, as would have been applied had the shipment moved thru without stopping.

2. When grain or any commodity that has been held in transit, the identity of which has not been preserved, its exact equivalent may be forwarded from the transit point on such rate as will maintain the integrity of the thru rate from point of origin to final destination.

3. The product of grain milled in transit may be forwarded from the transit point upon the application of such rate as will maintain the integrity of the thru rate from the point of origin of the grain to the final destination of the product.

4. It is not permissible to use transit by mixing, blending, substituting, or in any manner whatever so as to defeat the legal thru rate.

Rate Advance Postponed.

Following the mass meeting at Chicago May 18 of protest against the contemplated rate advance a second and smaller but more determined gathering of shippers was held at Omaha, May 24, where a committee of 15 of the more than 2 score present was appointed to lay before Attorney-General Wickersham the necessity of proceeding immediately to enjoin the carriers from enforcing the new rates.

By order of President Taft, Attorney-General Geo. W. Wickersham on May 31 petitioned Judge David Dyer of the Federal Court at Hannibal, Mo., to enjoin the 24 roads in the central west from increasing their freight rates, on the ground that the western trunk line committee by its agreements to simultaneously advance rates constitutes an unlawful combination and conspiracy to suppress competition.

Alarmed at the prospect that all their rate making assns would be declared unlawful the roads immediately sought a conference with President Taft, the result of which on June 6 was a compromise, the administration agreeing to suspend proceedings in the injunction suit and the roads agreeing to postpone the rate increases.

The effect of the compromise is to keep present rates in effect until after the enactment of the new Interstate Commerce Act under which it is hoped by the administration that the Commission will have power to pass upon the reasonableness of rates as soon as announced and before they become effective.

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regular country shippers to become familiar with your firm name, place your "ad" here.

Receiving and Stock Book

FORM 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that buyer can add up columns and quickly determine the number of bushels of each kind of grain on hand. Herewith is reproduced top of a page showing column headings, rulings and spacing.

The book is formed of 160 pages of superior linen ledger paper, each page 9x12 inches. Spaces are provided for 3,200 wagon loads. The book is well bound with leather back and round corners. Price, \$1.50.

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Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9x12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

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Is designed for agents of line companies, to use in keeping record of each day's purchases. Sending carbon copy to home office and retaining original. It saves labor and time and prevents errors in copying.

This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

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Change in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Grain and grain products, from stations in Ill. and Ind. to points in C F A territory, Erie, ICC No. A4207, effective June 20.

In ICC No. 1748, effective June 28, the Toledo & O C announces rules governing allowances for transfer of grain at Toledo, O.

Rules and regulations governing the absorption of elevation charges came into effect May 26 on the Ill. Cent., ICC No. A5952.

In ICC No. 6617, effective July 1, the B & O S W quotes rate of 8c on corn cobs from East St. Louis, Ill., and St. Louis, Mo., to Terre Haute, Ind.

In ICC No. A5951, effective May 27, the Ill. Cent. quotes rules, rates and regulations governing elevation of grain at Evansville, Ind., and Cairo and Grayville, Ill.

Rules and regulations governing absorption of elevation charges on grain at Chicago, effective May 26, by special permission have been filed by the Ill. Cent. No. A5952.

(Special Permission) Effective May 23, rules and regulations governing the elevation of grain at Evansville, Ind., and Cairo and Grayville, Ill., Ill. Cent., ICC No. A5952.

A rate of 9c on the Mo. Pac., ICC No. 381E, on wheat from Kansas City, Mo., to St. Joseph, Mo., Atchison, Kas., and Leavenworth, Kas., to Alton, Ill., will be effective June 30.

A rule to take effect on June 24, on St. L. & S F ICC No. 6121, will govern the shipment of grain and grain products, from Kansas City, Mo., and Rosedale, Kas., to Memphis, Tenn.

In ICC No. 4444, effective June 30, the Ill. Cent. announces rates, rules and regulations governing elevation of grain at Louisville, Ky., Henderson, Uniontown, Ky., and Memphis, Tenn.

Announcement is made by the Mo. Pac., in ICC No. A1532, of rates on grain and grain products from Kansas City, St. Joseph, Mo., Atchison, to stations in Oklahoma on Mo. Okla. & G.

In ICC No. 2769, effective July 1, the M. St. P. & S S M quotes rates on wheat, corn, oats, rye and barley, from stations in North and South Dakota to Chicago, Ill., and Milwaukee and Manitowoc, Wis.

Grain and grain products shipped from points in Missouri, Kansas, Nebraska and Iowa and points on M K & T and connections to Galveston, Tex., effective June 24; M K & T, Sup 2 to ICC No. 19.

The Minn. & St. L. in Sup 2 to ICC No. 19, quotes rates on wheat, corn, oats, rye and barley from stations on Minn. & St. L., Iowa Cent and Albia & Centerville, to Kansas City, Mo., effective June 21.

A change in application rates, effective June 20, has been made from points in Wis. and Minn. to eastern, C F A and Canadian points. W. T. L. Com., W. H. Hosmer, agt., Chicago, Ill., Sup 9 to ICC No. A49.

In ICC No. A9938 the L & N establishes elevation and transfer charges at St. Louis, Mo., and East St. Louis, Ill., on grain destined to Nashville, West Nashville and southeastern points, effective June 22.

Rules governing handling of grain at Buffalo, N. Y., or Black Rock, N. Y., when for transfer, elevation, reconsignment, or local delivery and when for points in Ontario are given by the Mich. Cent., ICC No. 3844.

The rule, Wabash, Sup. 9 to ICC No. 1902, grain and grain products, will take effect June 21, regarding transportation from Missouri river points, also St. Joseph, Mo., and Elmwood, Kas., to stations in Ill., Ind., Ia., Minn., Mo., and Wis.

Sup. 5 to ICC No. A7543, effective July 1, has been filed by the Ill. Cent. on grain, grain products and seeds, between Chicago, Ill., and Milwaukee, Wis., and stations on Ill. Cent. in Iowa, Minnesota and South Dakota, also Omaha and South Omaha, Neb.

The rule of the C Gt W given in ICC 4782 pertaining to shipment of grain and grain products from Kansas City, St. Joseph, Mo., and Leavenworth, Kas. (manufactured and grain originating beyond) to stations on C & N W in Ill. and Wis. will take effect June 20.

In ICC No. 2834, the N Y C & St L announces rules governing the handling of grain at Buffalo, Buffalo Junction, or East Buffalo, N. Y., when for transfer, elevation, storage, reconsignment or delivery at Buffalo; effective, on New York state traffic, July 15, interstate, June 15.

The C B & Q in Sup 5 to ICC No. 9741 makes rates on grain, grain products, and seeds and articles taking same rates, between Mo. river points and Chicago and Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, Duluth, Minn., and rate points and also stations in Ia. and Mo., and stations on Gt. Nor.; effective July 1.

In ICC No. C8911, the C R I & P quotes rates on grain and grain products from stations on C R I & P in Illinois and Iowa, also reshipping rates from Peoria and Pekin, Ill., to eastern and Canadian points; also grain, grain screenings, flour and flaxseed, from stations on C R I & P to points in C F A territory, effective July 5.

Grain, grain products, and seeds, and articles taking same rates, or as arbitrates higher, between Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis and St. Paul, Minn., and rate points and stations in Iowa and Mo. to Cairo, Ill., Memphis, Tenn., Mobile, Ala., New Orleans, La., and rate points, C B & Q Sup 8 to ICC No. 9314, to become effective July 1.

A reshipping tariff on grain and grain products from St. Louis, Mo., Carondelet, Mo., East St. Louis, Madison, Venice, Granite City, East Carondelet and Vulcan, Ill., to Memphis, Tenn., Pensacola, Fla., New Orleans, La., Mobile, Ala., Jackson and Meridian, Miss., interior Miss. junction points, will become effective on June 22. Sou. Frt. Assn., A. D. Hall, agent, St. Louis. Sup 6 to ICC No. A17.

Books Received

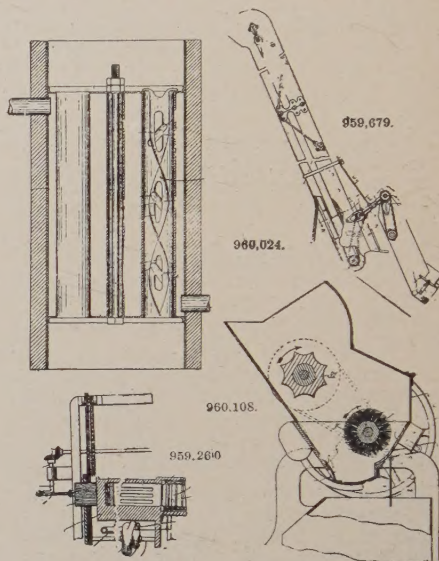
REPORT OF KANSAS BOARD OF AGRICULTURE, contains chapters containing the addresses, papers and discussions at the board's thirty-ninth annual meeting; and also gives useful information as to the rearing, profitable management, and marketing of farm poultry and its relation to the farmer's home. Paper, 255 pages, with index and illustrations; F. D. Coburn, secy. state board, Topeka, Kas.

Resolutions of esteem and sympathy on the death of Mr. C. L. Curless, of Lima, O., have been adopted by the National Hay Ass'n.

Patents Granted

Malting Apparatus. Nos. 958,821, 958,822, 958,823, 958,824, 958,825. William H. Prinz, Oak Park, Ill., assignor of one-third to Charles A. Plamondon and one-third to George Plamondon, Chicago, Ill.

Agitator for Grain Heaters. No. 960,024. (See cut.) August J. Kogler, Milwaukee, Wis. A grain deflector and agitator for the heating ducts of a grain heater; an elongated strip of sheet metal provided with a



series of apertures, in combination with a plurality of deflecting plates, one of which plates is supported at an angle to the strip in each of the apertures.

Automatic Weighing Machine. No. 960,108. (See cut.) Henry Richardson, New York, N. Y. Feed mechanism for weighing machines comprising a hopper having a discharge gate at its bottom, and a revolvable cylindrical brush feeder mounted in the hopper above the gate, one wall of the hopper being curved substantially about the axis of the feeding device and leading to the gate, a curved feed passage being formed thereby between the hopper and the feeding device.

Cleaner and Separator for Shelled Corn. No. 959,260. (See cut.) Dickson B. Rathworth, Brownsville, Tenn. An apparatus comprising a receptacle having a screen bottom and a duct communicating therewith thru the bottom, corn ear outlet communicating with receptacle, a plunger movable over the screen bottom to discharge the corn ear into the outlet and free the shelled corn for passage thru the screen bottom into the duct, and a shelled corn delivery device leading from the duct.

Portable Elevator. No. 959,679. (See cut.) George E. Wunder, Melvin, Ill., assignor to Independent Harvester Co., Plano, Ill. A portable conveyor and elevator comprising a conveyor having one end elevated; having its receiving end overhung by the discharge end of the conveyor; a gearing frame comprising two members connected to the conveyor and to the elevator; a shaft journaled to both of the members and constituting the pivotal connection between them, the two members being parted intermediate the ends of the shaft transversely thereto, and flanged at the parting plane for stopping against the other and turning upon one another.

The Grain Dealers Journal is the best paper, especially on seeds.—Geo. A. Kraglo, Toledo, O.

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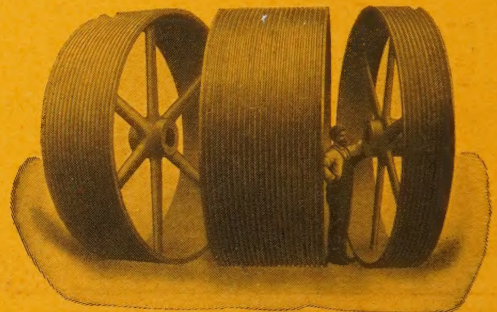
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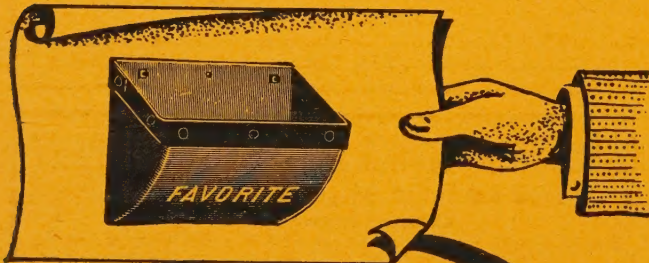
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